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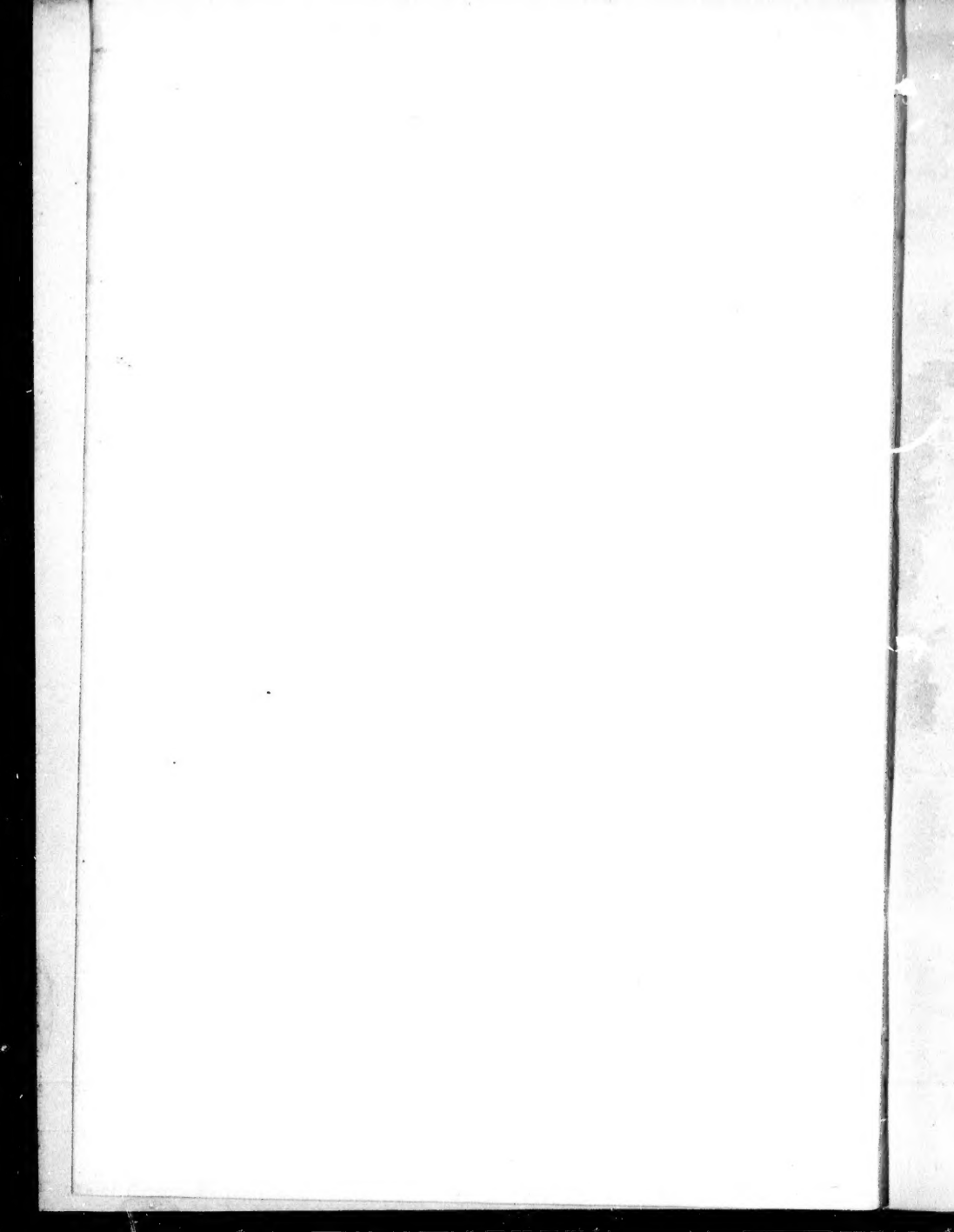
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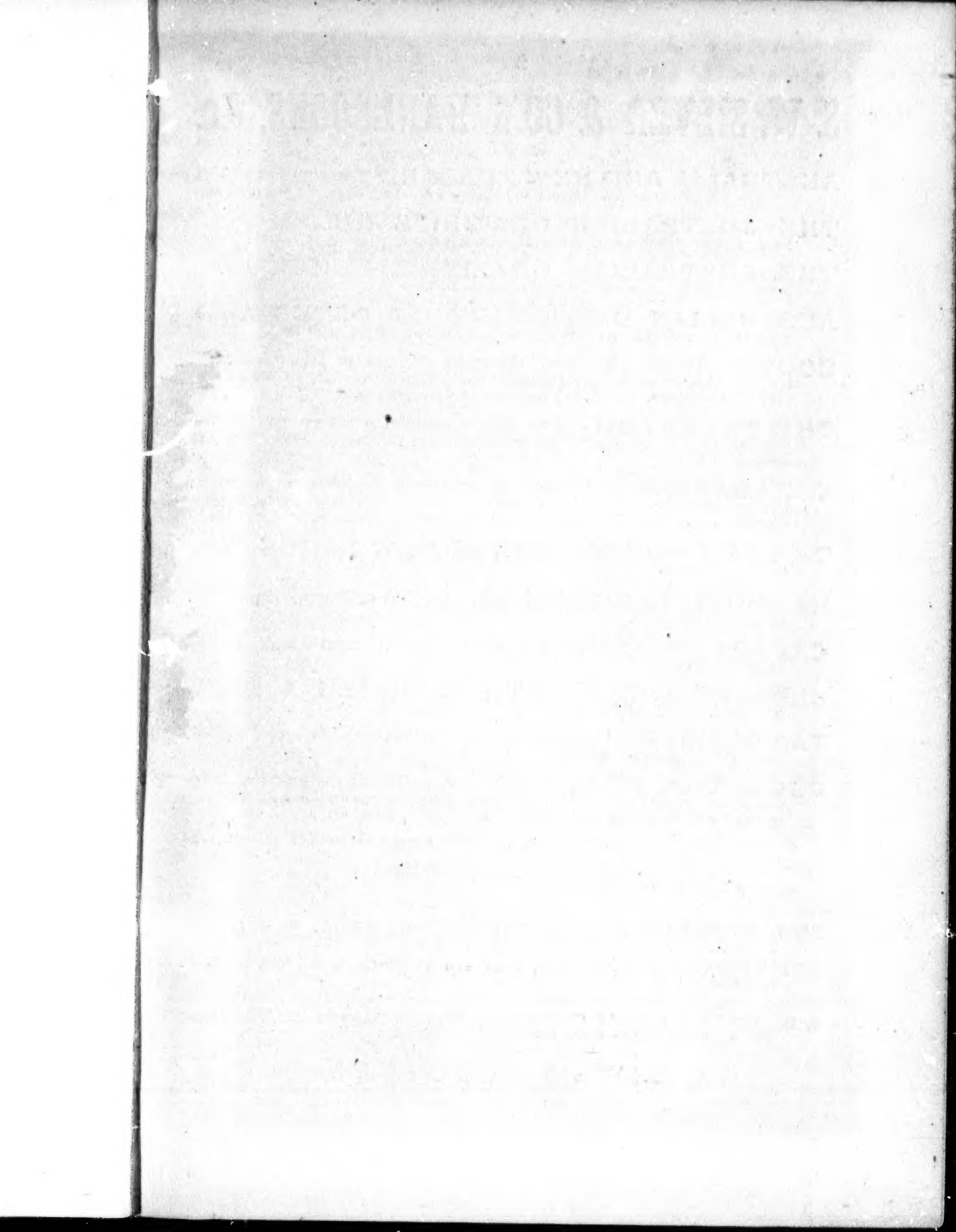
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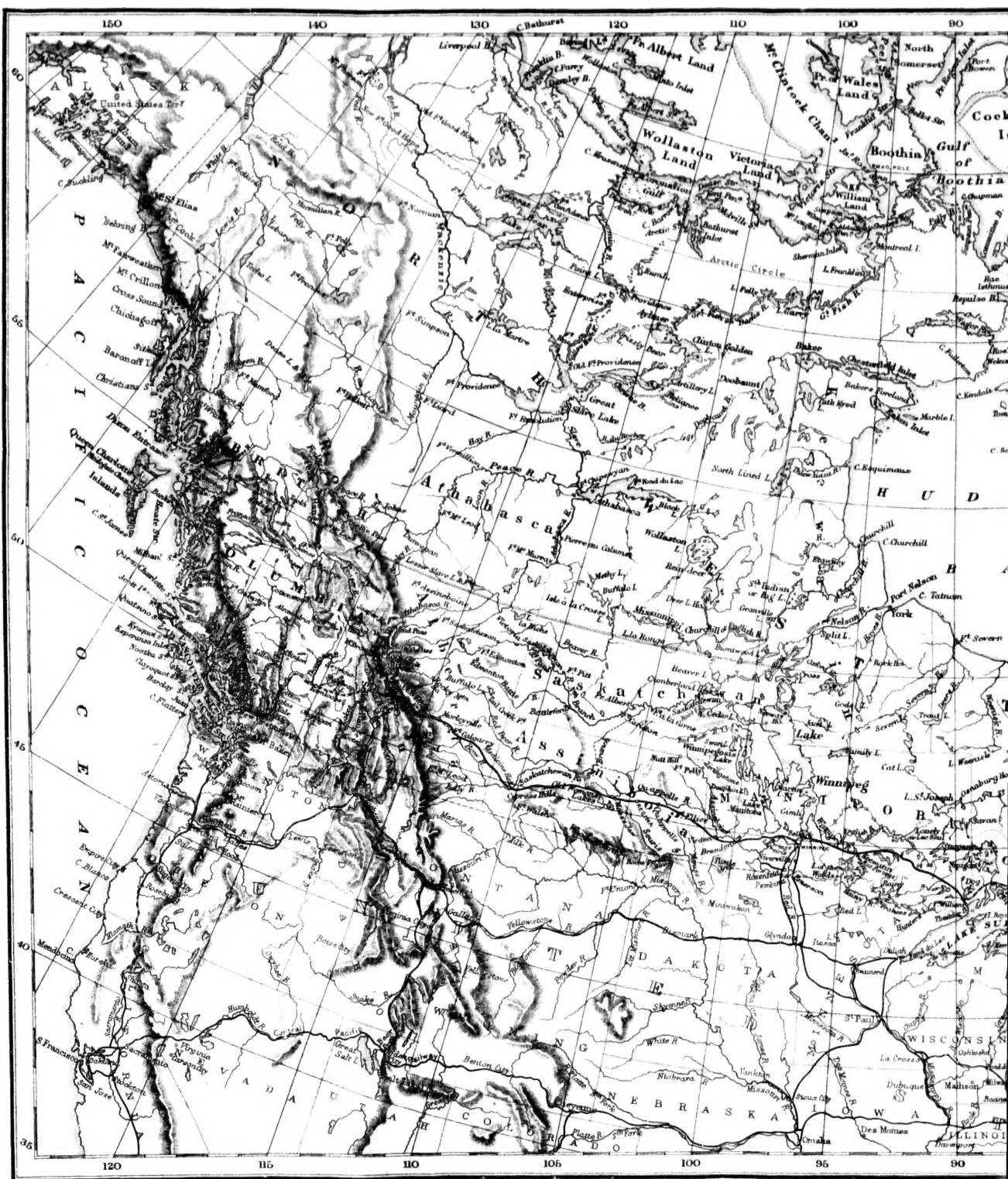
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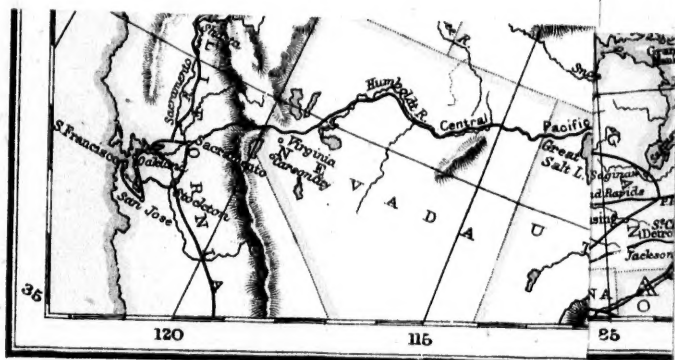
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PREFACE.

THE DOMINION of CANADA will shortly enter upon the Eighteenth year of its confederated existence.

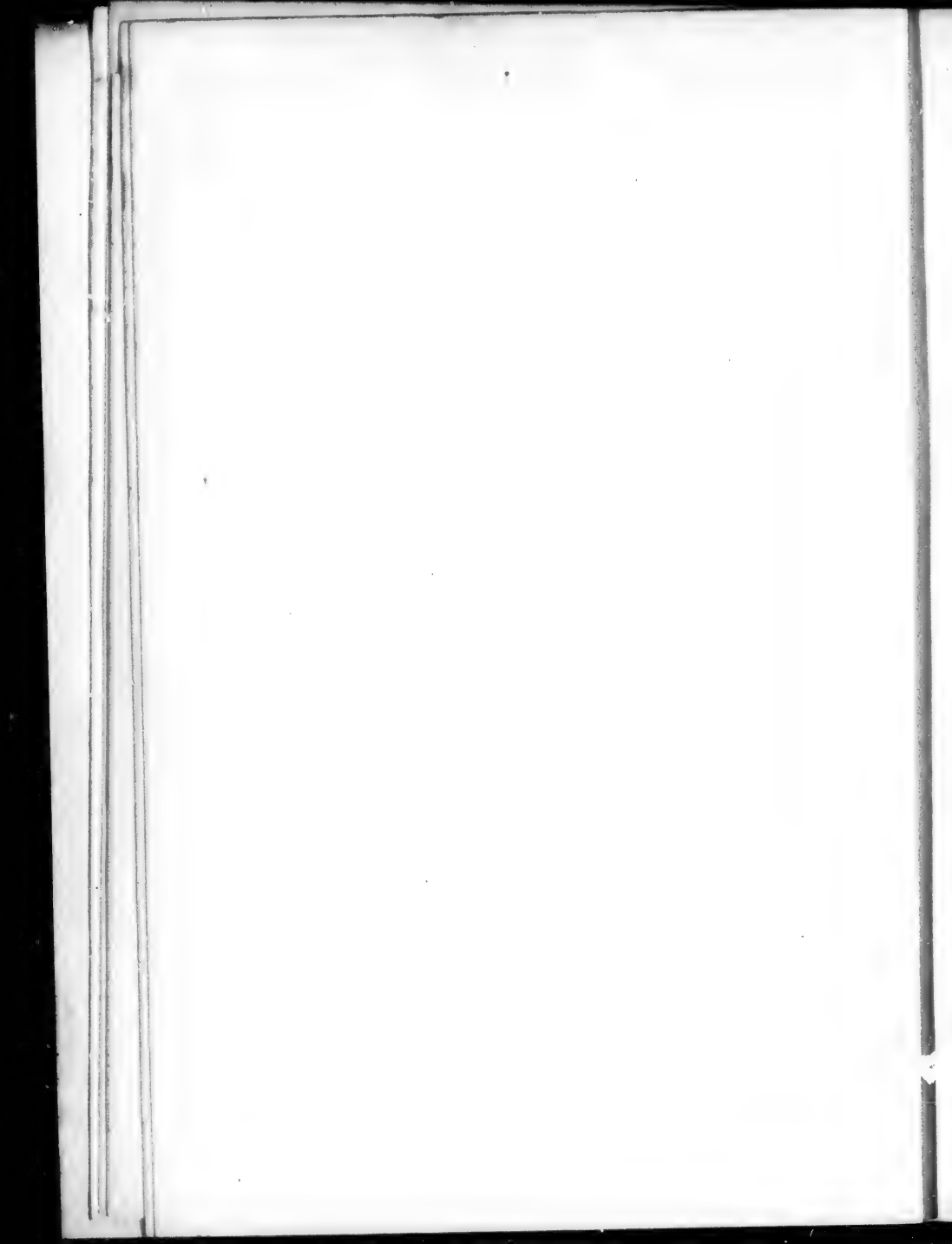
Its history—always memorable and interesting—has, during that short period, been marked by events conspicuous alike for their national importance and their economic value. Foremost among these is the settlement, by a vigorous population, of the vast areas of fertile land lately owned by the Hudson's Bay Company and now known as the North-West Territory.

This section, embracing nearly two-thirds of our transatlantic domain and comprising some of the finest wheat-producing lands in the Empire, is now traversed by the Canadian Pacific Railway, and is thus placed in direct communication with British markets and British homes.

The need of a comprehensive, reliable, and at the same time cheap and handy work, which would furnish the kind of information most sought for in regard to these and other portions of the Dominion, has long been felt. The Handbook to Canada will, it is hoped, supply this want. Its aim is to portray the Dominion as it really exists, and not as prejudice and partiality have too often pictured it.

The coloured map has been specially prepared for, and forms a valuable addition to, its pages; while the marginal notes and index will, it is hoped, greatly facilitate and encourage reference to its varied contents.

August 1884.



CONTENTS.

[*A copious Index will be found at pp. 281-292.*]

	PAGE
PREFACE	v

CANADA.

Historical Sketch—Discovery—French Occupation—Consolidation of British Power since Confederation—Geography—Population—Climate—Land Laws—Agriculture—Mines and Minerals—Natural History—Fisheries—Government—Social Statistics—Railways and Public Works	pages 1-60
---	------------

NOVA SCOTIA.

Discovery—History—The French Period—Geography—Geology—Productions—Minerals—Manufactures and Trade—Land Laws—Government—Population—Education—Railways, &c.—Principal Towns—Cape Breton Island	61-103
--	--------

PRINCE EDWARD ISLAND.

Position—History—Government—Climate—Soil—Railways, &c.—Chief Towns	104-108
--	---------

NEW BRUNSWICK.

History—Divisions—Geography—Natural History—Geology—Industries—Commerce and Trade—Chief Towns	109-123
---	---------

QUEBEC.

The Voyage Out—Geography—Divisions and Towns—Productions
—Mines and Minerals—Agriculture—Commerce—The Eastern
Townships—Government—Population—Education and Religion—
Chief Towns pages 124-153

ONTARIO.

Territory — Climate — Geography — Agriculture — Population—
Divisions—Free Lands—Railways, &c.—Social Statistics—Manu-
factures—Trade—Inducements to Settlers—Chief Towns—Sport
and Natural History 154-181

BRITISH COLUMBIA.

Boundaries and Area—Climate—History—Geography—Productions
—Land Laws—Means of Communication—Vancouver Island—
Chief Towns—Game, &c.—Cost of Living—Routes and Fares—
Post and Telegraph Offices 82-212

MANITOBA.

The 'Prairie Province'—Area—Government—Soil—Climate—Geo-
graphy—Production—Population—Education, &c.—Winnipeg and
other Towns—District of Keewatin—Tables of Distances 213-232

NORTH-WEST TERRITORIES.

Area—Assiniboia—Saskatchewan—Alberta—Athabasca—Fertile
—Climate and Geography—Settlements—Productions—The In-
terior—Government—Mounted Police—Education—List of Post
and Telegraph Offices 233-260

Canadian Pacific Railway 261
Table of Distances in the North Atlantic 264
Lights sighted on the Voyage Out 267

APPENDIX.

Notes on the Minerals of Nova Scotia 269

INDEX 281-292

Productions
The Eastern
d Religion—
ges 124-153

Population—
tics—Manu-
owns—Sport
. 154-181

Productions
ver Island—
and Pares—
. 82-212

imate—Geo-
Winnipegand
aces 213-232

ea—Fertil
ns—The In-
List of Post
. 233-260

. . 261
. . 264
. . 267

. 269

. 281-292

HANDBOOK TO CANADA.

Historical Sketch.

Period of Discovery. A.D. 1497 to 1534.

WHATEVER may be the public verdict upon the claims of Canada as a field for successful settlement and human achievement, when compared with those of other portions of the British Empire, there can be no question of the pre-eminent interest which our Home Colony possesses from an historical point of view. Her position, in this regard, is as unique as it is remarkable. No part of our world-wide colonial domain has passed through so many or such stormy stages of existence. Nowhere within the circuit of the Crown territory have peace and war, union and disunion, loyalty and rebellion followed each other in such quick succession. In none have the struggles between Church and State, between party and party, been more bitter, or the great political changes which they have contributed to hasten been more sudden or more sweeping. Nowhere have the loyalty of the subject and the *prestige* of the nation been more sorely tried, and nowhere have they been more nobly vindicated or more heroically sustained, than in Canada. It is the object of the present brief sketch to trace these varied stages in her history, to note her growth from the infant quasi-colony of a foreign Power to our own present prosperous Dominion, to portray the more important political changes by which each succeeding stage has been marked, and to show, as far as practicable, the results which the present current of public opinion and the course of events are likely to bring about.

There was little in the early existence of Canada to indicate the position which she has already acquired.

CANADA.

Canada's
position in
history.

Design and
scope of the
work.

CANADA.

Visit of the
Norsemen
considered
doubtful.

Simul-
taneous dis-
covery of
our Cana-
dian and
Cape
Colonies,
A.D. 1497.

Still less was there to foreshadow the greatness to which she is surely yet destined to attain. The hardy adventurous Norsemen, if they ever really sighted the Canadian shores, which is extremely doubtful, certainly never landed on them. Their occupation, at least, if not their discovery, was reserved for later times and for another race of people. The best authenticated discovery and earliest attested history we have of the country now called Canada are associated with the exploits of that brave band of Venetian navigators who shed such lustre on the closing annals of the fifteenth century. Our North American and South African colonies started in the race for empire—rather let us say took up their appointed places in the circling orbit of our civilisation—together. While Diaz and Vasco de Gama were seeking a new route to India by way of the Cape of Good Hope, the Cabots, father and son, were tracking the stormy Atlantic, and hunting for a north-west passage in hopes of ultimately reaching the same goal.

In the very same year, indeed, in which the Portuguese navigator weathered the Cape of Storms and sighted the low-lying coast of Natal, his Italian compeer, accompanied by his son Sebastian, in the little barque *Matthew*, which the English monarch had given him, caught the first faint glimpse of the rock-bound coast of Newfoundland. It was only a glimpse, a first sight, a *prima vista*, and so Cabot called it.

Two years subsequently to Cabot's voyage, Gaspar de Cortereal, a Portuguese adventurer, hoping to accomplish what his predecessor and competitor had failed to find—a north-west passage to India—set sail from Lisbon, and with two ships reached the Labrador coast, which he named *Terra Verde*. He entered the Gulf of St. Lawrence, but of further exploration by him we have no authentic trace. Local historians dwell with considerable enthusiasm on the probability of his having landed on some portion of the Acadian or Nova Scotian coast. But this, at best, is supposititious, and if he did land he left no trace worthy of mention. That he accomplished something is, however, probable, as he seems to have made a second voyage in 1501. From this he never returned.

Thus far discovery on the North American coast had

CANADA.

resulted wholly from the desire to discover a north-west passage to India. Not only was the island which now bears the name Newfoundland an actual *terra nova*, but the Labrador coast and Acadia to the south of it were in the same category of newly-discovered or new-found-lands, and thus they stand roughly outlined on the maps of that period.

The first voyage to North America with a view to settlement is that, recorded by Mr. Beamish Murdoch in his history of Nova Scotia, of the Baron de Lery et de St. Just in 1518. In 1504 the hardy Breton and Basque fishermen were on the banks of Newfoundland in quest of the cod which they have fished with so much success since, but their visits were without historical importance, and this was the first acquaintance France made with her future possessions in the New World. Twenty years later, Francis I. of France aspired to enter the lists with Spain and Portugal for the acquisition of territory and sovereignty in America. Under his direction Giovanni Verazzani, a Florentine, was despatched (January 17, 1524) in the ship 'Dauphine,' with fifty men and provisions for eight months. He is known to have ranged the coast from Florida to latitude 50° N., which would include the Gulf of St. Lawrence and Newfoundland, and to have landed at various points on the coast; but, beyond this scanty record, we have no account whatever either of what he saw or what he did.

De Lery's
visit, A.D.
1518.

Verazzani's
voyage,
A.D. 1524.

Similarly barren of practical result seems to have been the visit of a 'learned and wealthy English citizen of Bristol,' Master Thomas Thorne by name, who, favoured with the patronage of King Henry VIII., fitted out two ships (one of them bearing the name of the *Dominus vobiscum*), and set sail in May 1527. Entering the Straits of Belle Isle, and, through them, reaching the Cape Breton and Acadian shores, the ambition of Thorne and his companions, or more likely their provisions, failed them, and they returned to Bristol in October of the same year.

Thorne's
expedition,
A.D. 1527.

Thus fitfully and feebly were the attempts to found settlements on the coast of North America carried on until the close of the first quarter of the sixteenth century. The flag of discovery had been thus far wholly in

CANADA.

Early
fisheries.

the hands of foreigners, and he would have been a bold man who would then have predicted that Britain would become the first maritime nation in the world. A floating population, consisting of a few hundred hardy but humble Norman and Breton fishermen—anchored on the open Newfoundland banks for seven months in the year, or sheltered between the headlands on some part of the Acadian coast—formed the only approach to what could be called a settlement or colony. It is not until we come to the French exploration and occupation that we reach what may fairly and distinctively be called the first period in the history of Canada. This period opened with the voyage and landing of Jacques Cartier in 1534.

Jacques
Cartier's
visit,
A.D. 1534.

French Occupation.

A.D. 1534 to 1763.

Jacques
Cartier's
second
visit,
A.D. 1535.

Encouraged, no doubt, by the commercial advantages which resulted from the pursuit of the Newfoundland bank and Nova Scotia shore fisheries, and further stimulated by the discoveries and subsequent report of his faithful ally and lieutenant, Cartier, the French monarch resolved to found a colony. On May 19, 1535, Jacques Cartier, the St. Malo pilot, with his brother officers (and three ships of 220 tons in all) after receiving the Bishop's blessing in the cathedral of his native town, set sail. Two months later they entered the gulf which Cabot and Cortereal had already partially explored. Passing Anticosti Island, they in time (September 7) reached a fertile, vine-clad isle, which they named Isle de Bacchus, and which is now known to all St. Lawrence travellers as the Island of Orleans. Here King Donnacona, accompanied by his warriors in twelve canoes, made them a State visit, after which Cartier anchored his little fleet at the mouth of the St. Charles river, in full view of the ancient Indian town of *Stadacona*. This occupied the high beetling promontory on which Quebec—so named by the Indians themselves, to signify the strait, or narrow river passage which it overlooked—now stands. Thus peacefully commenced the French occupation of Canada nearly three centuries and a half ago.

Origin of
Quebec.

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During Cartier's first visit little was accomplished in the way of actual settlement. Capture and conquest or conversion, not colonisation, have ever marked the policy of the French in the New World. Cartier seems to have contented himself with navigating the river as far as Hochelaga, where he made the acquaintance of the Huron-Iroquois tribe of Indians and of their King or *Aguahanna*. West of the village rose a mountain which, with characteristic loyalty, he named *Mont Royal*, which it still retains. In this way the city which stretches out beneath it, as well as the island upon which it stands, received the name of Montreal, which it still bears. After this he returned to France, which he reached July 8, 1536.

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Cartier's next visit was made in 1541, in company with Francis de la Roche, Sieur de Roberval, whom the French monarch had created Lieutenant-General and Viceroy of his newly-acquired possessions. This was intended as a colonising expedition, the first of any magnitude of which we have any record. But, if so, the intention was not fulfilled. Roberval's colony was a failure, and a similar fate awaited a second expedition, which he, with his brother Achilles, fitted out in 1549.

The loss of these expeditions retarded French colonisation fully half a century. Cartier and Roberval had found the Indians the sole occupants of the soil, 'monarchs of all they surveyed, with none their right to dispute,' and thus they left them for a period of fifty years.

The next attempt at French occupation was of a very different character. Failing to find respectable colonists, they had recourse to convicts. The scene shifts from Quebec and Montreal to Sable Island, a barren sand-heap off the coast of Nova Scotia. Here, in 1598, the Marquis de la Roche landed a party of wretched outlaws, only twelve of whom managed to survive, subsisting, it is said, mainly on the produce of the cattle which, it is believed, Baron de Lery turned loose there in 1518.

Excepting the visits of Pontgrave (1601), and of de Champlain and Chauvin (1602-3), nothing more was done in the direction of French Canadian settlement till March 7, 1604, when Pierre du Guest, Sieur de Monts,

CANADA.

Foundation
of M^{on}-
treal.

Cartier, ac-
companied
by Rober-
val, returns
to Canada,
A.D. 1541.

Indian pos-
session un-
disturbed.

A convict
settlement.

CANADA.

De Monts
settles
Annapolis,
A.D. 1605.

sailed from Havre with four vessels, two of which were bound for Acadia.

The first actual settlement by Europeans in what now forms the Dominion of Canada was made in 1605 by De Monts at Port Royal, now Annapolis, in the present province of Nova Scotia. This followed immediately on the formation of the 'Company of New France,' under patent from Henry IV., for 'inhabiting Acadia, Canada, and other places in New France.' Events now followed more rapidly.

De Champ-
lain founds
Quebec,
A.D. 1608.

On July 3, 1608, Samuel de Champlain reached the bold headland at the confluence of the St. Lawrence and the St. Charles rivers, the spot where his brave countryman Cartier had first wintered three-quarters of a century before. Here he founded the city of Quebec, and here, fifteen years later, he built Fort St. Louis.

Missionary
efforts.

From this time till 1629, when the city was surrendered to the English forces under Admiral Kirke, French exploration and colonisation in Canada, or *Nouvelle France*, as it was then called, were carried on under the viceroyalty of Prince Condé, mainly, if not wholly, by the missionaries. The work of the Church was commenced almost simultaneously in Old Canada and Nova Scotia. In the former it was prosecuted by the Franciscan friars of the Recollet fraternity; in the latter by the Jesuits, who entered the field in 1625. Bands of missionaries penetrated the country in all directions, zealously endeavouring to convert the Indians to the Christian faith. From Quebec as a starting-point, the missionary lines of the 'Society of Jesus' radiated in all directions through every inhabited region, from the Laurentian valley to the Hudson Bay Territory, through the region of the great lakes, and down the valley of the Mississippi. Scantily equipped, as it seemed to the worldly eye, with a breviary round the neck and a crucifix in the hand, the fearless priest set forth, the pioneer of commerce and the *avant-courier* of civilisation. About this period, so pregnant of good services for the Church, the famous charities known ever since as the Hôtel Dieu and Ursuline Convent were founded at Quebec. Garrisoned posts were established, and forts and earthworks constructed at various points. Scattered remains of Fort Frontenac and other

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of these ancient French works are still to be seen. The history of the country at this time is one of almost continual warfare and hostility with the native tribes, graphically described by Farkman in his most interesting works 'The Conquest of Canada' and the 'Conspiracy of Pontiac.' This state of affairs lasted until Sir David Kirke, or Kirk, appeared upon the scene, when Quebec was surrendered, under the treaty of St. Germain-en-Laye, shortly before De Champlain's death, which occurred in 1635. By the terms of this treaty France again became mistress of Acadia. Between 1629 and 1713 Acadia was several times taken by the British and restored to France, but in the latter year it finally passed to the British Crown under the terms of the Treaty of Utrecht.

Treaty of
Utrecht,
A.D. 1713.

This was the period of Western exploration. The Jesuits and other proselytising priests were everywhere pushing the work of the Church. The Jesuits were the pioneers of civilisation in the Far West. Conspicuous among them were M. Joliet and Pères Hennepin, Marquette, Alloeux, and Dablon. Lasalle, setting forth from Fort Frontenac, had pursued his way to the southern extremity of Lake Michigan, the site of old Fort Dearborn and of Chicago in later days, which he reached October 18, 1678. Four years later the same intrepid adventurer took possession of the Mississippi valley in the name of the French King, and named it New France. At this period, as we learn from the 'Official Correspondence of Paris,' Quebec Province contained but 3,418 persons, of whom 1,344 were fit to bear arms. These were distributed as follows:—

Quebec . . .	555	Notre Dame des Anges . . .	118
Beaupré . . .	678	Côte de Lauzon . . .	6
Beauport . . .	172	Montreal . . .	584
Ile d'Orléans . . .	471	Trois-Rivières . . .	461
St. Jean, &c. . .	156		
Sillery . . .	217	Total . . .	3,418

An event which was destined to have a more important and lasting influence on the future of Canada than any, or, indeed, all, of these occurrences, was about to take place.

In 1670 Charles II. granted to Prince Rupert and his company of adventurers, since known as the Hud-

CANADA.

Hudson
Bay Com-
pany char-
tered,
A.D. 1670.

son Bay Company, rights and privileges which have worked a mighty revolution in the future of the whole North-West. These will be found treated at fitting length in other chapters of this work. In 1721 the census of the whole of Canada was returned at 25,600.

The first Legislature of Nova Scotia met at Annapolis in 1758, and in the following year Wolfe captured Quebec.

Meanwhile the French had not been altogether idle. As early as 1762 French traders had traversed the country as far as the confluence of the Assiniboine River and the Red River of the North, and built Fort La Rouge, where all that remains of its successor, the dismantled Fort Garry, now stands.

The Treaty of Paris, ratified Feb. 10, 1763, brought the memorable Seven Years' War to a close, and inaugurated the era of England's palmy and permanent dominion in North America.

Consolidation of British Power.

A.D. 1763 to 1867.

Wolfe's
capture of
Quebec,
September
13, 1759.

Although the actual and sovereign dominion of France in Canada ceased with the famous passage of arms on the heights of Abraham in 1759, followed by the defeat of Montcalm, and the capitulation of Montreal in 1760, French influence continued to be felt in various ways. After the capture of Quebec the country was placed under military rule. The French Canadians were guaranteed the free exercise of their religion, and their clergy continued to enjoy their accustomed rights and privileges. *La Nation Canadienne*, though dead politically was yet socially and ecclesiastically as vigorous and active as ever. The definitive treaty between England, France, and Spain, though it left England constitutionally stronger, was really only a prelude to further disturbance. Territorially all that was left of *La Nouvelle France* were the little rock-bound and fog-capped islands of St. Pierre and Miquelon—a somewhat insignificant outcome from so ambitious a design as the conquest, conversion, and colonisation of half a continent. In 1775 the Quebec Act was passed, and in the fatal concessions to the Canadians contained in this Act is to be found the origin of that anti-British feeling

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permanent

which, engendered by the powers so conferred, has shown itself, though in a smaller degree, even in recent years. The French criminal law was, however, superseded by the English criminal law.

The colonists were now to pass through another war period—bloody but brief—this time with their own countrymen across the border. Blood had already been shed at Lexington, Concord, and Fort Miconderoga, and shortly after Crown Point and Fort St. John fell to the enemy. The American successes were, if sharp, equally short-lived. If Montreal opened its gates to the invaders, Quebec stood firm as the rock which she so proudly sentinels. The ancient city was hotly besieged by Generals Montgomery and Arnold, the first of whom was killed, while the second was badly wounded in the attack.

During the years 1784–85 the maritime provinces of Nova Scotia and New Brunswick were organised under special constitutional charters, the first legislature of New Brunswick meeting at St. Ann's, now Fredericton, during the latter year.

We now pass over a period of six years—to the close of 1791. This year was marked by the passage of the Constitutional Act, under which representative government was secured to the people. 'The slow but steady development of the principles of responsible government in Canada,' writes Mr. William Leggo, in his history of the Administration of Lord Dufferin, 'under Lords Durham, Sydenham, Metcalfe, Elgin, Monck, and Lisgar, and the unswerving devotedness of Lord Dufferin to those principles, serve to make this one of the most interesting epochs of Canadian history.' The passage of the Constitutional Act—the most important event, perhaps, in the purely political history of Canada—though far from satisfying the French-Canadian party, who were yet numerically the stronger, was, nevertheless, an important step in that direction. The territory of Old Canada was at this time divided into Upper and Lower Canada. The first Legislature of Lower Canada sat at Quebec in 1791, when that city contained but about 7,000 inhabitants; that of Upper Canada sat at Kingston in 1792.

Thus they remained over the period of the American war and the domestic troubles of a later date, until their re-union by Imperial Act in 1840. Under one Ad-

CANADA.

Passage of
the Quebec
Act,
A.D. 1775.

War with
America.

Represent-
ative Go-
vernment,
A.D. 1791.

Act of
union and
responsi-
ble go-

CANADA.

vernment,
A.D. 1840-
1841.

Choice of a
capital.

Inter-pro-
vincial
jealousy.

The
Quebec
scheme of
confeder-
ation.

ministration the two provinces were at last peacefully reunited, and responsible government firmly re-established in the early days of 1841. In June of that year the first united Parliament was convened at Kingston, which had been incorporated two years before. The Executive then consisted of a Legislative Council, to which the elective principle was applied; a Legislative Assembly, composed of 130 members; a Cabinet, responsible to the Legislature; and a Governor-General, appointed by the Crown. Three years later the seat of government was changed to Montreal, and on the destruction of the Parliament buildings there in 1849 it was again moved westward—this time to Toronto. At this period Upper and Lower Canada were on an equal footing as regards population—the Lower province having 768,334, and the Upper 765,797. Nine years subsequently, the colonists being unable to agree between the conflicting claims and rival interests of so numerous a list of competitors for the seat of government, the selection of a site was left to the Queen herself, and under her approval it was established at Ottawa in 1858, where it has since remained.

Party government at this period, as a late writer has remarked, 'became well-nigh impossible.' In the successive elections which had been held during the preceding years, it was found that the hostile majority from either province in the Legislature had increased rather than diminished. Six years of party jealousy and conflict precipitated a crisis. But it was only the darkness which precedes the dawn. Party spirit had spent its strength, and wiser counsels and more matured judgment prevailed; the 'dead-lock' was at an end. On October 10, 1864, the Quebec and Ontario delegates met the delegates from Nova Scotia and New Brunswick, at Quebec, to consider a general scheme of confederation. This was known as the 'Quebec Scheme.' It was the beginning of the end—the definitive first step to the British North America Act, the Act of Union, the final Act and law, under and by virtue of which the Dominion of Canada exists to-day. Confederation was the necessary outcome and result of the partial and unjust basis of representation which had so long existed in the country. Notwithstanding its intrinsic excellence its advantages were not immediately

CANADA.

Dominion
pro-
claimed,
July 1,
1867.

recognised. One by one the links in the lengthening chain of federal union were welded together. First, Nova Scotia, then New Brunswick joined hands with Quebec and Ontario. These several events extended over a period of nearly three years. It was not until July 1, 1867, that Her Majesty's proclamation declaring the Dominion of Canada an accomplished constitutional fact was legally recognised. 'Dominion Day' is now kept as a holiday throughout the country.

In 1870 the *ægis* of the Dominion Government was wisely extended over the vast extent of country situate between the western boundary of Ontario and the Rocky Mountains, then known as 'Rupert's Land,' now shared between the province of Manitoba and the North-West Territories. In 1871 British Columbia joined the Confederation, and in 1873 Prince Edward Island was added to the list. Newfoundland and its dependency Labrador, of all the Imperial possessions on the vast North American Continent, alone remains a Crown colony.

Canada since Confederation.

A.D. 1867-83.

The British North America Act came into operation on July 1, 1867. From that date Canada entered upon the last and—viewed prospectively—most important era of her history. The Act provides that the constitution of the Dominion shall be similar in principle to that of the United Kingdom, that the executive authority shall be vested in the Sovereign of Great Britain and Ireland, and carried on in her name by a Governor-General and Privy Council, and that the legislative power shall be exercised by a Parliament of two Houses, called the 'Senate' and the 'House of Commons.'

British
North
America
Act, 1867.

We now proceed to narrate briefly, and in chronological order, the most important public events covered by the period of Confederation.

H.E. Right Honourable Charles Stanley Viscount Monck was sworn in as Governor-General, and entrusted the Honourable John A. Macdonald with the formation of the first Dominion Government, which was organised as follows:—

CANADA.A.D. 1867-
69.

Hon. (now Sir) John Alexander Macdonald, *Prime Minister*.
 Hon. George Etienne Cartier, *Minister of Militia*.
 Hon. (now Sir) Alexander Tilloch Galt, *Minister of Finance*.
 Hon. William McDougall, *Minister of Public Works*.
 Hon. William Pearce Howland, *Minister of Inland Revenue*.
 Hon. Adams George Archibald, Q.C., *Secretary of State for the Provinces*.
 Hon. Adam Johnston Ferguson-Blair, *President of Privy Council*.
 Hon. Peter Mitchell, *Minister of Marine and Fisheries*.
 Hon. Alexander Campbell, Q.C., *Postmaster-General*.
 Hon. Jean Charles Chapais, *Minister of Agriculture*.
 Hon. Hector Louis Langevin, Q.C., *Secretary of State*.
 Hon. Edward Kenny, *Receiver-General*.

Lord Monck opened the first Dominion Parliament at Ottawa, November 8, 1867. In his speech on the occasion his Lordship gave utterance to the following memorable words: 'I congratulate you on the legislative sanction which has been given by the Imperial Parliament to the Act of Union, under the provisions of which we are now assembled, and which has laid the foundation of a New Nationality that I trust and believe will ere long extend its bounds from the Atlantic to the Pacific Ocean.'

November 18, 1867.—Hon. (now Sir) John Rose appointed Minister of Finance, in place of Sir Alexander T. Galt, resigned.

November 14, 1868.—Lord Monck sailed for England. He was succeeded in office by Sir John Young, Lord Lisgar, who was sworn in as Governor-General December 29.

August 23, 1869.—H.R.H. Prince Arthur arrived at Halifax.

October 29.—Hon. William McDougall appointed Lieutenant-Governor of Rupert's Land and North-West Territories.

January 15, 1870.—Third session of First Parliament opened by Sir John Young, in presence of H.R.H. Prince Arthur.

March 4.—Thomas Scott shot at Fort Garry, by order of Riel's 'court martial.'

March 7.—The first step taken towards the development of Manitoba and the North-west Territories by the establishment of a Land Department, with Colonel J. Stoughton Dennis, as Surveyor-General of Dominion lands.

May 12.—Province of Manitoba and the North-west Territories admitted into the Dominion. This important event was shortly followed by the arrival of the military expedition at Fort Garry, under command of Sir Garnet Wolseley, and the sudden collapse of the French half-breed rebellion.

February 15, 1871.—Fourth session of First Parliament opened by H.E. Lord Lisgar.

May 4.—Mr. Sandford Fleming appointed Engineer-in-Chief of Pacific Railway Survey.

July 20.—British Columbia entered the Dominion, being the sixth province.

June 25, 1872.—Earl of Dufferin arrived at Quebec and the next day was sworn in as Governor-General.

December 2.—Hon. Alexander Morris appointed Lieutenant-Governor of Manitoba and the North-West Territories.

February 8, 1873.—Pacific Railway charter granted to Sir Hugh Allan and twelve other directors.

July 1.—General reconstruction of the Dominion Cabinet as follows:—

Hon. Sir John A. Macdonald, K.C.B., *Premier.*

Hon. (now Sir) S. Leonard Tilley, C.B., *Minister of Finance.*

Hon. Peter Mitchell, *Minister of Marine and Fisheries.*

Hon. Charles Tupper, M.D., C.B., *Minister of Customs.*

Hon. Alexander Campbell, Q.C., *Minister of Interior.*

Hon. H. L. Langevin, C.B., *Minister of Public Works.*

Hon. J. C. Aikins, *Secretary of State.*

Hon. J. H. Pope, *Minister of Agriculture.*

Hon. John O'Connor, Q.C., *Postmaster-General.*

Hon. Theo. Robitaille, M.D., *Receiver-General.*

Hon. T. N. Gibbs, *Minister of Inland Revenue.*

Hon. H. McDonald, Q.C., *Minister of Militia and Defence.*

This day, the sixth anniversary of the coming into force of the Confederation Act, was rendered memorable by the admission of Prince Edward Island, the smallest as well as the youngest of the Dominion provinces.

November 5, 1873.—Hon. Sir John A. Macdonald and his Cabinet resigned. Hon. Alexander Mackenzie formed the following Ministry:—

Hon. Alexander Mackenzie, *Minister of Public Works, Premier.*

Hon. Antoine A. Dorion, Q.C., *Minister of Justice.*

Hon. Edward Blake, Q.C., *Without Portfolio.*

Hon. Richard J. Cartwright, *Minister of Finance.*

CANADA.

A.D. 1876-78.

Hon. Luc Letellier de St. Just, *Minister of Agriculture.*Hon. David Laird, *Minister of Interior.*Hon. David Christie, *Secretary of State, afterwards Speaker of the Senate.*Hon. Isaac Burpee, *Postmaster-General.*Hon. Thomas Coffin, *Receiver-General.*Hon. T. Fournier, Q.C., *Minister of Inland Revenue.*Hon. William Ross, *Minister of Militia and Defence.*Hon. Richard W. Scott, Q.C., *Without Portfolio, afterwards Secretary of State, vice Hon. D. Christie.*

October 7, 1876.—Hon. David Laird appointed Lieutenant-Governor of the North-West Territories, henceforth distinct from the province of Manitoba.

March 26, 1877.—Discussion in Parliament on motion of Dr. Schultz with regard to the destruction of the buffalo.

June 15.—The Fisheries Commission, appointed under the Treaty of Washington (Arts. 22-23), met in the Waverley Hotel, Halifax, and continued in session until November 23, when the award of 5,500,000 dollars in gold to be paid by the United States Government to the British Government was made. The Commission was composed of the following members:—M. Maurice Delfosse, President; Hon. Ensign H. Kellogg; Hon. Sir Alex. T. Galt, K.C.M.G.; Hon. Dwight Foster (United States agent); Francis C. Ford (agent for Great Britain). Dominion Counsel—Joseph Doutre, Q.C. (Montreal); S. R. Thomson, Q.C. (St. John, N.B.); R. L. Weatherbee, Q.C. (Halifax, N.S.); Hon. W. V. White-way, Q.C. (St. John's, N.F.); Hon. Louis H. Davies (Charlottetown, P.E.I.).

February, 1878.—The provisions of the Independence of Parliament Act enforced against members of the Mackenzie Ministry.

During this month the Fortune Bay (Newfoundland) difficulty occurred, which led to a lengthy and warm correspondence, affecting the interests not only of Newfoundland, but of Canada. The letters of Mr. W. M. Evarts, United States Secretary of State (March 2), to Sir Edward Thornton, and of Mr. John Walsh, United States Minister in London, to Lord Derby, are couched in very similar language, and urge the adoption of such measures as would 'not only put an end to the evil (complained of), but also to prevent a recurrence of acts which, in addition to the

CANADA.

A.D. 1878.

injuries and losses to individuals, may have a tendency to complicate the good relations which so happily subsist between the Government of the United States and that of Her Britannic Majesty.

The Act creating the District of Keewatin now came into force. This district may be roughly described as embracing that portion of the North-West Territories lying between the meridians $91^{\circ} 8'$ and $100^{\circ} 8'$ W. of Greenwich, stretching to the northern limits of Canada, and bounded to the south by the province of Manitoba and the United States.

February 11.—His Excellency the Governor-General and Countess Dufferin visited Montreal, and were magnificently entertained. The senatus of McGill University presented an address of welcome in Greek, to which his Excellency replied in the same language.

The conventional boundary line between British Columbia and Alaska, as reported by Mr. Joseph Hunter, C.E., to be at the crossing of the Stickeen River in lat. $56^{\circ} 38' 17''$ N. and long. $131^{\circ} 58' 14''$ W., was accepted.

The legislation of this year was marked by the passage of the most important Bill of that, or any previous or subsequent session. This was a Bill providing for the creation of homestead exemptions in the territories of Canada.

April 15.—A monster map of the Dominion, prepared under the superintendence of Lieutenant-Colonel Dennis, Surveyor-General, was exhibited in Ottawa.

April 16.—An address presented to his Excellency Earl of Dufferin on the occasion of his farewell in the Senate Chamber at Ottawa. His Excellency's closing remarks in reply are worthy of record:—'In conclusion,' he said, 'allow me to assure you that I shall esteem it one of the greatest privileges of my future life to watch the progressive development of your prosperity, to advocate your interests in the British Parliament, and to confirm our fellow-countrymen at home in their conviction of the high degree to which Canada is destined to contribute to the welfare, the strength, and the renown of the British Empire.'

May 2.—The Secretary of State for the colonies (Sir M. E. Hicks-Beach), in a despatch to Lord Dufferin, acknowledged the offer by Canadian Militia officers of service in the event of war.

CANADA.

A.D. 1878.

May 3.—The following resolutions, on motion of Mr. Miles, were moved in the Dominion House of Commons :—‘That it is expedient that the right of Canada to all of British North America, and the islands adjacent thereto (not including the province of Newfoundland), should be placed beyond question, and that the offer of H.M.’s Government to transfer the said territories to Canada be accepted.’ [Boundaries as officially defined will be found in their appropriate place in this work.] During the interesting discussion which ensued, much valuable information respecting the proposed short ocean route to England by way of the Nelson River and York Factory was elicited.

May 7.—A motion was made in the Dominion House of Commons by Mr. Mackenzie to the following effect :—

‘That this House do ratify the Order-in-Council dated April 18, 1878, respecting a subsidy to the Canada Central Railway Company, passed under authority of an Act to provide for the construction of the Canadian Pacific Railway, 37 Vic. cap. 14.’

May 24.—Queen’s Birthday was celebrated in Montreal by a Grand Military Review, and subsequently by a dinner at the Windsor Hotel, at which Lord and Lady Dufferin were present. The threatened Fenian invasion was adverted to by his lordship, and described as a ‘certain amount of Celtic effervescence.’

June 6.—The corporation of the capital city of Ottawa presented a parting address to Lord and Lady Dufferin, who took their departure from that city next day on the *Peerless* steamer.

June 15.—The Canadian ‘Wimbledon’ rifle team (twenty strong) sailed for England in the Allan s.s. *Poly-nesian*.

July 28.—The Marquis of Lorne accepted the Governor-Generalship of the Dominion.

Aug. 1.—Canada admitted into the General Postal Union.

Aug. 3.—The Albany river was determined upon as the northern boundary of the province of Ontario.*

Oct. 2.—Vice-Admiral Sir E. A. Inglefield, K.C.B., Commander-in-Chief of the N.A. and W.I. station, arrived at Quebec in H.M.S. *Bellerophon*.

Oct. 16.—The Mackenzie Cabinet resigned.

Oct. 17.—Sir John A. Macdonald sworn in as Premier, with the following Cabinet:—

Hon. (now Sir) Samuel Leonard Tilley, *Minister of Finance*.
 Hon. (now Sir) Charles Tupper, *Minister of Railways and Canals*.
 Hon. J. H. Pope, *Minister of Agriculture*.
 Hon. John O'Connor, Q.C., *President of Council*.
 Hon. James Macdonald, Q.C., *Minister of Justice*.
 Hon. Hector L. Langevin, C.B., *Postmaster-General*.
 Hon. L. R. F. Masson, M.P., *Minister of Militia, &c.*
 Hon. Senator J. C. Aikins, *Secretary of State*.
 Hon. Mackenzie Bowell, M.P., *Minister of Customs*.
 Hon. J. C. Pope, M.P., *Minister of Marine and Fisheries*.
 Hon. L. F. G. Baby, M.P., *Minister of Inland Revenue*.
 Hon. Alex. Campbell, *Receiver-General*.
 Hon. R. D. Wilmot, *President of Senate*.

Resolution of Sir John A. Macdonald:—

'That this House is of opinion that the welfare of Canada requires the adoption of a national policy, which by a judicious readjustment of the tariff will benefit and foster the agricultural, the mining, the manufacturing and other industries of the Dominion. That such a policy will retain in Canada those of our fellow-countrymen now obliged to expatriate themselves in search of employment denied them at home, will restore prosperity to our struggling industries now so sadly depressed, will prevent Canada from being made a sacrifice market, will encourage and develop an active interprovincial trade, and moving as it ought to do in the direction of reciprocity of tariff with our neighbours, so far as the varied interests of Canada may demand, will tend to procure for this country reciprocity of trade.'

Oct. 18.—Lord Dufferin and suite left Quebec for England in s.s. *Polynesian*, leaving General Sir Patrick L. Macdougall to administer Government *ad interim*.

Oct. 22.—Sir John A. Macdonald, the present Premier, was returned to the Dominion Parliament for the city of Victoria, British Columbia.

Nov. 4.—Completion of the Pembina branch of the Canadian Pacific Railway.

Nov. 24.—The Marquis of Lorne, the newly-appointed Governor-General, and the Princess Louise, landed at Halifax.

Dec. 10.—Loan of 17,000,000 dols. negotiated in London at 96½ on the guarantee by the Imperial Government of one half.

CANADA.

A.D. 1878.

CANADA.

CANADA.

Descriptive
geography.
Definition
of Canada.

New
France.

THE first and most important question that geography has to answer is Where? Where, then, is Canada? As a geographical designation solely, the name Canada—a corruption of *Kanata* or *Kannatha*, an Iroquois word signifying a collection of huts—has had in history a variety of meanings. Originally, and up to 1759, it embraced an almost boundless extent of country, under the dominion of France, extending from Acadia and the great Gulf of St. Lawrence, as far as the Mississippi river and the Gulf of Mexico. This was the 'New France' of the early French explorer, missionary, and merchant adventurer. It was subsequently limited to a region lying chiefly on the borders and banks of the great lakes and the river St. Lawrence, extending from Quebec westward to Lake St. Clair, and known as the Basin of the St. Lawrence. Near the close of last century it was divided into two provinces, Ontario and Quebec. Quebec at that date was divided into three distinct governments, viz., Quebec, Trois Rivières, and Montreal. It was further divided into eighty-two parishes, forty-eight of which lay north and thirty-four south of the St. Lawrence river. These two sections, under their more familiar titles of Upper and Lower Canada, were reunited in 1840 by the Imperial Act of Union. Although now politically, as well as nominally, united under the same Government, laws, and commercial regulations, the manners and customs of the people still greatly distinguish these two sections.

The
Dominion.

The Dominion of Canada as now constituted—first by the Federal Union of 1840, then by the Confederation Act of 1867, and subsequently by its extensions of 1870-71 and 1873—embraces eight principal territorial divisions or provinces, each having a government and parliament of its own. In the order of population they rank as follows:—

CANADA.

Provinces, &c.	Area Square Miles	Population
Ontario	101,733	1,923,228
Quebec	183,688	1,359,027
Nova-Scotia	20,909	440,585
New Brunswick	27,174	321,129
Prince Edward Island	2,133	108,928
Manitoba	123,200	65,954
British Columbia (including Van- couver, Queen Charlotte's and other Islands)	341,305	49,459
North-West Territories	2,665,252	56,446
Keewatin district	311,700	
Islands in the Arctic Ocean	23,400	
Islands in Hudson's Bay		
Totals	3,805,394	4,324,756

Divisions,
area, &c.

The seven organised provinces embrace 864,365 square miles.

The Indians belonging to thirty-six tribes numbered 105,690 in 1879. Indians.

As illustrating the composite character of the Canadian people the following table, showing the origin of the people of the four old provinces, according to the census of 1871, is of interest:— Origin of Population

	Ontario	Quebec	New Brunswick	Nova Scotia
African	13,435	148	1,751	6,212
Dutch	19,992	798	6,004	2,868
English	439,429	69,822	83,598	113,520
French	75,383	929,817	44,907	32,833
German	158,608	7,963	4,478	31,942
Greek	7	7	1	24
Half-Breed	2	—	—	—
Hindoo	8	—	—	3
Indian	12,978	6,988	1,403	1,666
Irish	559,442	123,478	100,643	62,851
Italian	304	539	40	162
Carried forward	1,279,588	1,139,560	242,775	252,071

CANADA.

	Ontario	Quebec	New Brunswick	Nova Scotia
Brought forward	1,279,588	1,139,560	242,775	252,071
Jewish	48	74	3	—
Russian, Polish	392	186	1	28
Scandinavian	686	454	200	283
Scotch	328,889	49,458	40,858	130,741
Spanish, Portuguese	213	142	223	251
Swiss	950	173	64	1,775
Welsh	5,282	283	1,096	1,112
Various other origins	205	32	1	13
Not given	4,508	1,154	373	1,526
Totals	1,620,851	1,101,516	285,594	387,800

From this it will be seen that while Ontario is distinctively British, Quebec is as distinctively French in the nationality of its inhabitants; and that Ireland has contributed by far the largest share to the whole population, Scotland coming next, and Germany fourth. The German settlements are mainly in Ontario and Nova Scotia. British Columbia, Manitoba, and the North-West Territories contain by far the largest proportion of Indians, and British Columbia thus far the only Chinese.

Extent and
boundaries.

Territorially Canada now embraces everything lying within the northern half of the North American Continent, excepting Newfoundland and Labrador on the east, and Alaska on the west. Its boundaries are therefore easily defined by following them with the eye, or tracing them with the finger on the accompanying map. They are the Atlantic Ocean, Davis's Straits and Baffin's Bay on the east; the Pacific Ocean, Alaska, and Queen Charlotte's Island on the west; the Arctic Ocean and Baffin's Bay on the north; and the United States on the south, south-east, and south-west. In short, the Dominion of Canada extends east and west from the 53rd to the 141st meridian, and occupies a superficial area of 3,470,392 square miles, one-fifteenth of the land surface of the world, rather more than the United States, and rather less than the whole of Europe. The habitable area is, however, largely diminished, when the frozen regions north of the 60th parallel and the water-

area of 700,000 square miles are deducted. It is with the comparatively narrow strip of settled country bordering on the Atlantic coast and extending through the St. Lawrence and Saskatchewan valleys on and near the proposed route of the Canadian Pacific Railway to the Rocky Mountains and the Pacific Ocean—the fertile or food-producing belt—that we propose to deal with in the following pages.

CANADA.

Physical Geography.

So vast an extent of country as Canada presents every possible variety of surface, as well as every description of climate, soil, and product. Its leading topographical, geological, and botanical features suggest three great regions, into which it may very properly be divided. These are the elevated or *woodland*, the central, or *prairie*, and the western, or *mountain*, regions. Timber, and, to a smaller extent, minerals, distinguish equally the Atlantic and Pacific slopes of the continent, while the interior is largely adapted for agricultural and pastoral purposes. Starting from the Atlantic frontier of the maritime provinces, we find the Cape Breton highlands skirting the sea-coast, and extending inland fifteen or twenty miles. This dislocated range of metamorphic hills nowhere assumes the height of mountains. Sixty miles inland from this seaboard, and nearly parallel thereto, the Cobequid Mountains, some of which are 1,100 feet high, traverse Nova Scotia, from the Bay of Fundy to the Strait of Canso. This range is clothed with a large growth of timber to its summit, where agricultural products grow luxuriantly. The third mountainous range of moderate elevation traverses the boundary between Quebec and New Brunswick, from the State of Maine to the Gulf of St. Lawrence. The east coast of Labrador is also mountainous. The mountain formations of the country lying between the Gulf of St. Lawrence and the Rocky Mountains assume a different direction from the lower mountain ranges just referred to. The country presents a terraced character, and the navigation of the principal rivers and streams is obstructed by numerous falls and rapids. On either side of the Valley of the St. Lawrence the country is

Physical features.

Mountains.

CANADA.

also mountainous. The range on the north side is called the Laurentides. It extends westwardly from the Labrador coast up the north side of the Ottawa River to the Arctic Ocean, a length of 3,500 miles. It forms the watershed between the tributaries of the St. Lawrence and those of Hudson's Bay, rising to the height of 2,000 feet near Lake Superior. The southern, or south side range, called the Notre Dame Mountains, is a spur of the Alleghanies, which, commencing at the Gulf of St. Lawrence, run nearly parallel to the River St. Lawrence, reaching their greatest elevation of 4,000 feet on the Gaspé Peninsula, and terminating in Virginia. The Blue Mountains on the south side of the Georgian Bay attain a height of 1,900 feet above the waters of Lake Huron. Westward of Lake Superior, stretching to the Rocky Mountains, is the great wheat-producing tract, now everywhere recognised as the 'fertile belt.' Some peaks of the Rocky Mountains rise to the height of 15,000 feet. Between the Rockies and the Pacific coast intervene the Selkirk Mountains and the Gold Coast or Cascade Ranges, the highest points of which reach an elevation of 7,000 feet. In the vicinity of Cariboo and the sources of the North Thompson River, some peaks of the Selkirk Mountains reach a somewhat higher elevation.

Gulfs and bays.

The area covered by the water system of Canada embraces about 700,000 square miles. The coasts of the Dominion are everywhere numerous indented. The most remarkable of these indentations form the extensive inland seas known as Hudson's Bay, the Gulf of St. Lawrence, and the Gulf of Georgia.

Lakes and rivers.

Owing to her remarkable physical configuration and extensive watershed, Canada possesses the largest lake and river system in the world. The volume and surface area of her lakes and rivers are equally remarkable. The hydrographical basin of the St. Lawrence with the great lakes Superior, Huron, Michigan, St. Clair, Erie, and Ontario, alone occupies 330,000 square miles. These lakes and their tributary streams form the largest and purest continuous system of fresh water in the world, and impart to the Dominion a perfectly unique hydrographical character.

The lake system of Ontario and of the central or prairie region embraces, among many smaller bodies of

water, Great Slave, Great Bear, and Athabasca Lakes, Winnipeg, Manitoba, Winnipegosis, and Lake of the Woods, Simcoe, Nepigon, and Nipissing.

Next to the St. Lawrence, the most important rivers of the Dominion are the Mackenzie, Saskatchewan, Peace, Nelson, Athabasca, Assiniboine, Albany, Churchill, and Winnipeg, all flowing in the vast North-West territory; the Columbia, Fraser, and Thompson in British Columbia; the Ottawa, which forms the boundary between Ontario and Quebec provinces, and its chief tributaries the Gatineau, Madawaska, Keepawa, and Matawan; the Saguenay, Richelieu, St. Maurice, and Chaudière, in Quebec; the St. John, Miramichi, Restigouche, and Petitcodiac, in New Brunswick; the Shubenacadie, St. Mary's, La Have, Avon, and Annapolis, in Nova Scotia; and the York and Hillsborough rivers in Prince Edward Island. Only the better known of these rivers have been navigated to any considerable extent with steam craft.

Thus Canada possesses a continuous waterway from the Atlantic to the head of Lake Superior, a natural highway of trade and travel, and the best, because the cheapest and healthiest, emigrant route across the American continent.

Salt and other mineral springs are very numerous and well distributed, while in no part of the Dominion, save, perhaps, in a few of the small arable sections in Eastern British Columbia, is irrigation practised or found to be necessary.

Mineral
Springs.

The drainage system of the Dominion is threefold—viz., eastward to the Atlantic, westward to the Pacific, and northward to the Arctic Ocean and Hudson's Bay.

Drainage
system.

'Climate,' says Professor Ansted, in his admirable compendium of 'Physical Geography,' 'is a very complex matter, and one dependent on a great variety of conditions.' These to some extent affect and depend on each other, but all may ultimately be traced to certain general causes connected with physical geography. Among such causes are—

Climate.

(1) The position of the station in latitude.

(2) The size and figure of the land on which the station is situated, whether detached island, archipelago, or continent.

CANADA.

- (3) The elevation of the station above the sea.
- (4) The position of the land on which the station is placed with reference to the neighbouring land.
- (5) The position, distance, and direction, magnitude, and elevation of the nearest continent.
- (6) The nature, magnitude, and direction of the nearest great marine current to the shores.

Let us now see how far and in what respect the climate of Canada is affected by these causes.

The public mind, though less abused than formerly, is still greatly prejudiced in regard to the climate of Canada.

Furs are suggestive of frost and snow, and, in the opinion of some people, these are worn the year round in Canada. The summers and winters are equally decided, and in some interior sections are rather trying to those accustomed to milder and more equable temperatures. The heat of summer and the cold of winter are greater than in England. On the whole, however, they are found to be remarkably dry, bracing, and healthy. A March east wind in England is infinitely more chilling and depressing than thirty degrees of frost in almost any part of Canada. In a country the size of Europe almost every variety of climate and range of thermometer is experienced. It has been urged, and justly, that the climate of a country which perfects the production of the most valued grains, grasses, fruits, plants, timber, and animals—including man—cannot be other than a good one. That of southern interior Canada is greatly influenced by the vast extent of her lake waters. Temperate latitudes are, it is everywhere admitted, requisite for the highest development of animal life, and the climate of that portion of Canada which borders on the Upper St. Lawrence and the great lakes is temperate. Ontario enjoys an exceptionally temperate climate, while that of Quebec and the North-West territories resembles that of Norway. The meteorological service forms a branch of the General Department of Marine and Fisheries, and is most ably superintended. The Central Office and Magnetic Observatory are at Toronto. In daily correspondence with it are ten principal stations, viz. :—

Meteorological
service.

Nova Scotia .	Sydney.	Ontario . .	Kingston.	CANADA.
	Halifax.		Woodstock.	
New Brunswick	St. John.	Manitoba . .	Winnipeg.	
	Fredericton.	British Columbia	Spence's Bridge	
Quebec . .	Quebec.			
	Montreal.			

Observations, extended over a period of years, have established 44° as the mean annual temperature of Ontario, while that of the British Isles is 48° . The almost insular character of Ontario protects it from the extremes of heat and cold experienced in the western provinces and territories. The prairie region west of Ontario and east of British Columbia has a mean summer temperature of 60° , with abundance of rain. During winter from 50° to 60° of frost are frequently registered. Throughout the coast regions of Nova Scotia, New Brunswick, and British Columbia the range of the thermometer is not nearly so great; the climate is also more moist and changeable.

The general distribution of rain is more uniform, and snow falls to a much greater depth and lies much longer throughout Canada than in the British Isles. It must be borne in mind, however, that snow serves a most valuable economic purpose in Canadian husbandry in quickening the soil. More than this, it makes good sleighing, and good sleighing is the glory of Canadian winter life. The snowfall in the West and South-west part of the territories is comparatively light, and cattle may remain in the open air in winter subsisting on the prairie grasses, which they obtain by scraping away the snow when necessary.

Rain and
snow.

Next to his health, the most important question for the settler in a new country to consider is the easy acquisition and disposition of land. Agriculture, including stock and dairy farming, have long been the chief industrial interests of the Dominion. Next to these rank the products of the forest and their manufacture; after these the fisheries and the mines. As every intelligent and thrifty immigrant will, sooner or later, become a landowner, it is important that he should, as soon as possible, make himself acquainted with the system of buying, holding, improving, selling, or transferring

Land
system, &c.

CANADA.

land. The laws of primogeniture and entail are abolished, and the *transfer of land is cheap and easy*. British tenant farmers, anxious to change their condition of leaseholders to that of owners, have in Canada, more particularly in the prairie country—hereafter specially referred to in the chapters on Manitoba and North-West Territories—a wide and promising field for investment. In the provinces of Ontario, Quebec, New Brunswick, Nova Scotia, and British Columbia, the greater part of the hundred millions of acres to the Canadian Pacific Railway alone excepted, the lands are held by the several provincial governments. All public lands in Canada, as in other parts of the Empire, are called 'Crown' lands, *i.e.* held by the Crown in trust for the people.

Crown
Lands.

Dominion lands are surveyed in blocks of twelve miles square. These are subdivided into four townships of six miles square each; these again into thirty-six sections of one mile square, or 640 acres each; and each section into quarters of 160 acres each. Each township, therefore, contains 23,040 acres, and each block 92,160 acres.

Price of
land.

They may be bought to the extent of 640 acres at 4s. 2d. sterling per acre, cash down. Unoccupied Dominion lands will be leased to neighbouring settlers for cutting hay, &c., but not to the hindrance of the sale or settlement of such lands. Timber and mineral lands are subject to special regulations, which will be found in the Homestead Law and other special Acts of Parliament. Improved farms (advantageous for tenant-farmers newly arrived and unacquainted with the country and its requirements) may be purchased in almost every part of the Dominion. Such farms are either partially or entirely cleared of timber and under cultivation, with dwellings and farm-buildings on them, and are therefore at once available for agricultural purposes. The prices of such range from 4l. to 40l. per acre, according to situation and productiveness. The utmost caution should in all cases be observed by new settlers in the selection and purchase of land.

Ordnance
and Ad-
miralty
lands.

The principal Ordnance lands remaining unsold at the close of the fiscal year 1879 are situate at Kingston and Prescott in Ontario province, and at Montreal, Quebec, St. John, South River, Blairgowrie and Sorel

in the adjoining province of Quebec; while smaller lots lie scattered through both provinces.

CANADA.

Canada is the only British colony, excepting Queensland and West Australia, that grants land *free* to settlers.* Quarter sections (160 acres) of untenanted Dominion lands—in all the provinces—are granted to any person who is the head of a family, or to any person, not the head of a family, who has attained the age of twenty-one years, on condition of three years' settlement from the time of taking possession and the payment of the entry free of 10 dols. (2*l.* 1*s.* 3*d.*) In the North-West Territories the settler has the privilege of purchasing 160 acres more in the neighbourhood of his homestead.

Free
grants.

From the Report of the Surveyor-General, it appears that the receipts in cash and scrip during 1879 for land sales in Manitoba and the North-West Territories, amounted to \$218,409, and the fees on homestead and pre-emption entries alone realised \$42,910; while the area of land disposed of—1,154,072 acres—exceeded the area disposed of the previous year by considerably over half a million acres, and only fell short of the entire extent homesteaded, pre-empted, and sold in Manitoba and the Territories during the four preceding years by some 245,000 acres.

Land sales
in Mani-
toba and
North West
Territories.

Agriculture forms the chief and abiding interest and industry of the Dominion. That farming pays in Canada is sufficiently proved by the fact that more persons are engaged in it than in any other branch of industry. In 1871, out of 463,424 persons enumerated as employed in the Province of Ontario, 228,708 belonged to the farming-class; in Quebec there were 160,041, out of a total of 341,291; in New Brunswick 40,394, out of a total of 86,488; and in Nova Scotia 49,769, out of 118,645. In fact, nearly one-half of the whole population were then engaged in agriculture; and this proportion has been fairly sustained during the past ten years. By way of illustrating the rapidly progressive character of the Canadian farming industry it is sufficient to quote the yield and export of the staple crops at

Agricul-
ture.

* As the system of procuring free lands varies slightly in some of the provinces, the points of difference will be found noted in the respective chapters.

CANADA.

Exports of
produce.

three periods during the past half-century. In 1820 the average export of wheat did not exceed 1,000,000 bushels. In 1852 the yield of grain and potatoes was a little in excess of 50,000,000 bushels; while in 1860 the grain and green crops together aggregated 125,000,000 bushels.

During the last twenty years the wheat production has been greatly stimulated, and Canada now produces 40,000,000 bushels, and a total of 170,000,000 bushels of all crops, or about $42\frac{1}{2}$ bushels per inhabitant. When the wheat-fields of the new North-West are fairly under cultivation, say before the close of the present century, Canada will have a wheat surplus for export of 100,000,000 bushels—sufficient to supply the deficit in the present wheat consumption of the United Kingdom. Those who may be desirous to obtain the most recent and authentic information on the agricultural status and prospects of the Dominion are advised to peruse the recent reports of the Royal Commissioners, Messrs. Read and Pell, of the Delegate Farmers, and of Prof. J. P. Sheldon, author of 'Dairy Farming'—all of which may be readily procured of any Government stationer. Agriculturists and farm labourers need not carry implements or tools with them, as these, better suited to their special requirements, can be more cheaply obtained in Canada.

Pastoral
farming.

Pastoral farming, which includes stock-raising and dairy-farming—next to agriculture—is the most important industry of Canada, both soil and climate being favourable for its prosecution. Grasses, it is well known, thrive best in the region of summer rains and moderate summer temperatures, *e.g.* in the middle and higher parts of the temperate zone. The high quality of Canadian dairy produce is now everywhere acknowledged. Ontario and the eastern townships of Quebec offer perhaps the best openings for those wishing to engage in this branch of business. Manitoba and the North-West Territories will, however, offer increased advantages as soon as railway communication is established through them. The quality of the wool, mutton, and beef raised on the grasses of the North-West prairies is even finer than that produced in the eastern provinces and townships. The Bow river valley between Forts Walsh and McCloud is described as an exceptionally fine stock country. Cheese and

butter, to the value of 8,500,000 dols., are annually exported. The production of the former article advanced from 20,000,000 lbs. in 1874 to 40,000,000 lbs. in 1880. The foot-and-mouth disease, and cattle epidemics generally, are unknown throughout the Dominion.

CANADA.

Cheese and
butter ex-
ports.

During the last four years the pastoral industry has acquired additional interest from the direct trade in beef and cattle which has sprung up with England. The value of the live stock of the Dominion in 1874 was 33,000,000*l.*, against 24,000,000*l.* in 1861.

Cattle
trade.

Fruit may be profitably grown in favoured districts only, such as the Annapolis valley in Nova Scotia, in the Niagara, and western districts of Ontario, and in the southern and more sheltered sections of the St. Lawrence Valley. The total agricultural export of Canada for 1882-83 amounted to upwards of thirty millions of dollars.

Fruit.

Canada, having an extremely diversified geological formation, is rich in minerals. In the Laurentian region the mineral deposits are especially extensive.

Mines and
minerals.

Though in every way subordinate to her fertile fields and grand forests as a source of wealth, her mineral deposits must, as capital and labour make their influence felt in the country, attract increased attention and development.

No single province—except, perhaps, Prince Edward Island—is without mineral deposits. Nova Scotia and British Columbia are rich in coal and gold, the total yield of coal in these provinces for 1879 being 900,000 tons. The following ores have been worked: gold, silver, copper, lead (galena), iron (magnetic, hematite, chromic, and titanite), coal (lignite and albertite), apatite (phosphate of lime), graphite, mica, barytes, asbestos, slate, gypsum, petroleum, rock salt, antimony, iron pyrites, and manganese phosphates are plentiful. The total exports from the Dominion for 1878 amounted to 4,125,763 dols., or to rather more than three-fourths of a million sterling.

Exports.

These minerals are not confined to any one province, but are found deposited in one form or another, and in greater or lesser quantities, in every part of the country, from the Atlantic to the Pacific. We can only mention a few of the more valuable mining districts and their chief productions.

CANADA.**Gold.**

Gold has been found and successfully worked, though in a small way, in Nova Scotia, British Columbia, Québec, and in the Marmora and Madoc districts of Ontario. The method thus far pursued has been that known as 'quartz' mining. British Columbia possesses extensive and valuable gold-fields, yielding ore annually to the value of from 250,000*l.* to 400,000*l.* In the early days of gold mining in British Columbia fortunes were sometimes made in a few weeks. In 1863 Dillion's claim yielded in one day 102 lbs. weight of gold. Other claims frequently yielded from ten to fifty pounds of gold in twenty-four hours. The average earnings of miners at the present time is estimated at 700 dols. a year. Explorations connected with the Geological Survey in 1876 showed the whole province to be auriferous.

Silver.

Silver is known to exist in several sections of the Dominion. By far the richest deposits thus far found have been on the north shores of Lake Superior, south of the Thunder Bay section of the Canadian Pacific railway. Silver Islet has been pronounced one of the most extensive and valuable silver-mining properties on the continent. It is as yet unworked.

Lead.

Veins of argentiferous *galena* are found in almost every section of Québec south of the St. Lawrence.

Coal and iron.

Iron and Coal.—Iron exists everywhere throughout the Laurentian ranges. Nova Scotia takes precedence, so far, of all the other provinces in the extent and value of her coal and iron mines. They have both been successfully worked for many years. There are some thirty mines in operation on the mainland and in the island of Cape Breton, and they yield on an average one million tons of coal annually. New Brunswick ranks next. The Madoc (Ont.) and Québec mines exhibit an annually increasing output of iron, but the difficulty of obtaining coal for smelting purposes, and the substitution, as far as practicable, of charcoal, is found to operate unfavourably to its extension. At Hull, opposite Ottawa, and at Marmora, Hastings county, there are immense beds of magnetic and red hematite iron which can be profitably worked. At the mouth of the Moisie river, 270 miles below the city of Québec, there is another vast deposit, estimated to contain 20,000,000 tons. The coast region of British Columbia is rich in coal and iron; the coal mines of

Vancouver give employment to a large amount of capital and labour. Anthracite coal of fair quality is found on Queen Charlotte's Island. The 'lignite' formations at 'Roche Percé' in the Souris river valley in the vicinity of the 49th parallel, N.W.T., are now undergoing examination.

Oil.—Petroleum, or coal oil, abounds in south-west Ontario, and is largely 'pumped' and manufactured on the line of the Great Western and other railways in that province. In 1873 upwards of 15,000,000 gallons were produced. The oil-bearing rock—Lower Devonian limestone—is largely distributed over the western peninsula.

Copper.—Canadian copper is noted for its purity. Mines have been opened along the shores of Lakes Huron and Superior. The 'Bruce' mines of Lake Huron are said to yield copper ore to the value of 50,000*l.* annually. The exports from Ontario and Quebec in 1874 amounted to 3,142 tons. In the eastern townships of Quebec copper-mining is also extensively carried on.

Salt wells and springs are abundant in New Brunswick, and in some portions of Ontario.

Peat abounds in Quebec, in the island of Anticosti, and in some parts of Ontario.

British North America contains probably the most extensive and most valuable forests of timber in the world. Fully one half its entire surface is still covered with timber. The value of the timber annually shipped may be roundly stated at 15,000,000 *dols.* Only the square timber is exported; the logs are manufactured into lumber at home. There is no country in the world where logging or log-rolling is more practised or better understood. Nature's rotation of crops in the forest is a most interesting study. Mr. John J. Rowan, in his charming book, 'The Emigrant and Sportsman in Canada,' furnishes a characteristic picture of the process:—'Where a deciduous forest has been cut down or destroyed by fire, spruce and fir trees rapidly spring up. Where a pine forest has been so destroyed, blueberries and raspberries grow in immense profusion for two or three subsequent seasons; then cherry, white birch, maple, and popple (American poplar) commence to make their appearance, shoot up with surprising

CANADA.

rapidity, and soon a forest of deciduous trees occupies the site of the ancient pine forests of the country, relics of which may be seen in the gigantic half-charred stems thoroughly dried by fire and weather, which remain standing amongst the young green wood for twenty or thirty years. These immense trunks, standing high over the heads of the young forest-trees, with uplifted arms and stems blanched white with successive storms and sunshine, look like the ghosts of the forest primeval, and present a weird and rather melancholy appearance.'

Varieties of wood.

The Canadian forest-growth includes between sixty and seventy varieties of wood. Of these the best-known and most widely esteemed are the white pine and white spruce. The white birch and cedar are also common. The latter is perhaps the most remarkable wood in the Canadian forest, justly esteemed so on account of its lightness and durability. The following list embraces only the most useful woods, and those most commonly met with:—Of the family *Coniferæ*, the white or Princes pine (*P. strobus*) is the best known. It is the pine of commerce, grows everywhere in Canada, and is largely exported. According to Sir J. Richardson it is found as far north as Lake Winnipeg. Two others of the same family, the yellow pine (*P. mitis*) and the red pine (*P. resinosa*), are frequently met with. The hemlock (*Abies canadensis*) grows to a great size, and, though considered an inferior wood for timber purposes, is a valuable tree on account of its bark, which is largely used in tanning. Of the spruce, which in one form or another enters largely into the export trade of the maritime provinces, there are no less than three varieties, viz., the white (*A. alba*), the black (*A. nigra*), and the 'skunk' spruce, so named by the Indians on account of its strong odour. Of the remaining coniferæ, the fir (*Abies balsamea*), sometimes called 'var' by the settler, and the cedar, are the most prized. Belonging to the *Betulaceæ* are the white, yellow, and black birch. The first is invaluable for its bark, out of which many a canoe, and many a snug tent have been made. The two last serve admirably for fuel. The maple adds its charm to the many autumn attractions of the Canadian forest. Of this tree there are two well-known varieties, the rock or sugar maple (*Acer sacchari-*

num), and the white maple (*A. dasycarpum*). The 'bird's-eye' and 'curly' maple, so much employed in the manufacture of furniture, are varieties of the rock maple. It also furnishes the best of fuel, and is the 'Yule-log,' so to speak, of Lower Canada and the seaboard provinces. The white oak (*Quercus alba*), the beech (*Fagus sylvestris*), the white and black ash and the white and rock elm, hickory, poplar, butter nut, and sumach, and the black walnut—the last named only found in Ontario—complete the list of the better-known Canadian woods.

Natural History, Sports, etc.

THE prescribed limits of a handbook—which, in order to meet the daily, perhaps hourly, requirements of the reader on his travels, should, as far as practicable, be also adapted to the pocket and the knapsack—forbid any attempt at a complete enumeration of the fauna of Canada. A separate treatise would be required to do anything like justice to this interesting branch of our subject. Competent authorities have, however, dealt with it, and to the results of their labours we must refer our inquiring friends.

Canada is essentially a sporting country. There is scarce a section or district of the entire Dominion that does not offer attractions of some sort to the lovers of sport. Indeed, it is well entitled to the appellation by which it is frequently distinguished amongst literary sportsmen—the 'Sportsman's Paradise.' Excellent hunting, shooting, and fishing may be enjoyed in almost every locality and at any season not excepted by law. Nova Scotia, though, according to Lord Dunraven, so nearly 'settled up' that the moose-supporting portions of the country are becoming very limited in extent, is still perhaps unexcelled as a sporting field for large game. Vast tracts being yet primeval forest, the moose (*Cervus alces*) and cariboo (*Cervus rangifer*) are the principal large game to be found in Canada. The moose is by far the biggest of all existing deer. It is allied to the elk of Europe, but attains to a greater bulk, frequently weighing 1,200 lbs. and upwards. The cariboo answers to the reindeer of northern Europe, on a somewhat larger scale and with far finer horns. Cumberland

CANADA.

county N.S. is described by competent authorities as 'one of the finest moose-hunting grounds in the world.' There are no private game-preserves in the province, so that all are allowed to hunt, shoot, or fish *ad libitum*. The close season for moose or cariboo extends from mid-February to September 1. The woods abound with wild animals, including moose,* deer, bears, foxes, antelope, otter, beaver, and squirrel. The Canadian beaver is only $3\frac{1}{2}$ feet in length, of a high chestnut colour, with a flat tail. No better model of ingenuity and industry can be found by the newly-arrived immigrant. Feathered game are found in abundance—geese, ducks, woodcock, snipe, plover, curlew, partridges, pigeons, and many other birds. A list of the birds of Canada published in 1856 gives the names of no less than 716; of these 243 belong to New Brunswick. Next to agricultural and timber products her fisheries form the most important industry in Canada. The lakes and rivers abound in bass, dory, &c. Lakes Beauport, St. Joseph, and St. Charles, in the neighbourhood of Quebec, literally swarm with fish. 'From Lake Ontario down to the straits of Belle Isle, a distance of nearly 2,000 miles, there is hardly a mile of coast line,' says Rowan, 'without a river or stream which affords fair angling.' The sea-coast fisheries of Nova Scotia, New Brunswick, and British Columbia produce a handsome revenue to the country and are capable of almost limitless extension. The Dominion fisheries constitute a most important branch of the public service, which is superintended by a commissioner in the Department of the Minister of Marine and Fisheries at Ottawa. 'In yield and value,' writes this officer in his annual report for 1878, 'the Canadian fisheries are still improving. Compared with last year their produce is valued at above half a million more. Succeeding tables, extending over a series of years, establish the fact that this improvement is not casual or spasmodic, but gradual and permanent.' The value of the fish product for 1882 was 16,088,000 dols., of which one half

Fisheries.

* To the true lover of this exciting sport—moose-hunting—we commend the perusal of a portion of a masterly and characteristic paper from the pen of the Right Hon. the Earl of Dunraven, in a late number of the *Nineteenth Century*.

was exported. This was an increase of 313,576 dols. over the yield of 1878; for 1877 it was 12,029,957 dols.; for 1876, 11,147,590 dols. The production in each province of the Dominion in 1877-8-9 was as follows:—

CANADA.

Value of Fisheries.

	1877. Dols.	1878. Dols.	1879. Dols.
Nova Scotia . .	5,527,858	6,131,599	5,752,936
New Brunswick .	2,133,237	2,305,790	2,554,722
Quebec	2,560,147	2,664,055	2,820,395
P. E. Island . .	763,036	840,344	1,402,301
Ontario	438,223	348,122	367,923
British Columbia.	583,432	925,766	631,766

The values of the different principal fish or fish-products for 1879, were—

	Dols.		Dols.
Codfish	4,442,291	Lobsters	1,660,269
Herrings	1,635,388	Fish-oils : — Cod,	
Mackerel	1,758,149	Seal, Whale,	
Haddock	495,726	Porpoise, Dog-	
Salmon	799,604	fish, &c. . . .	583,726

It is estimated that fully 250,000 people, or one-sixteenth of the entire population, support themselves on this industry. Within twenty miles of Halifax, N.S., trout and salmon-fishing can be obtained in every phase which the gentle art is capable of assuming. Shelburne, Queens, and Lunenburg counties—the lake region of Nova Scotia—offer, perhaps, the greatest attractions to the patrons of ‘the rod and reel.’ The Nova Scotian salmon rivers are mostly short, running in parallel lines to the sea only a few miles apart. The fishing-grounds seldom extend more than ten or twelve miles from their mouths. Sea- or salmon-trout, averaging about 3 lbs. in weight, commence running up these streams at the end of June, and the best sport is to be had at that delightful season. Rimouski and various other points on the St. Lawrence river and its seaboard tributaries are famed for their salmon-fishing. Englishmen going to sport in Canada are recommended to supply themselves with both guns and dogs at home. Fishing-tackle can also be bought better in England.

Salmon Fishings.

The artificial production of fish is promoted by public grants of money, and by the establishment of ‘hatcheries’ or breeding establishments. The following table exhibits the distribution of fish during 1878 and 1879:—

CANADA.

Fish-
breeding.

Fish Hatcheries	Kinds of Fish				
	Salmon	California Salmon	Salmon Trout	Speckled Trout	Whitefish
1. Newcastle, Ontario .	801,000	1,700	1,130,000	100,000	800,000
2. Sandwich " "	—	—	—	—	12,000,000
3. Bedford, Nova Scotia .	1,740,000	—	—	—	—
4. Restigouche, Quebec .	1,210,000	—	—	—	—
5. Gaspé " "	1,650,000	—	—	—	—
6. Tadoussac " "	1,470,000	—	—	—	—
7. Miramichi, New Brunswick . . .	1,025,000	—	—	—	—
Total distribution, 1879	7,701,000	1,700	1,130,000	100,000	12,800,000
" " 1878	5,141,000	85,000	658,000	20,000	1,900,000

Salmon	7,701
California Salmon	1,700
Salmon Trout	1,130,000
Speckled Trout	100,000
Whitefish	12,800,000

Total, 1879 . . . 21,732,700
 " 1878 . . . 27,754,000

Salmon
Angling
Rivers.

The following list of the leased rivers of the Provinces of Quebec and New Brunswick will be found useful to the angler :—

Du Gouffre
 Murray
 Ste. Marguerite, N. E. Branch
 do. N W. do.
 A Mars
 Little Saguenay
 Anse St. Jean
 Sault au Cochon } Not angled
 Laval
 Godbout
 Trinity
 Romaine
 Mingan
 Mistassini
 Becscie } Not angled
 Manitou
 Moisie
 Kegashca
 St. John, Mingan
 Natashquan
 Watsheeshoo
 Washeecootai } Not angled

Mantane
 Little S.W. Bic
 St. Anne des Monts
 Magdalen
 York
 St. John
 Dartmouth
 Grand
 Grand Palos
 Little Palos
 Bonaventure
 Little Cascapedia
 Grand Cascapedia
 Matapedia
 Upsalquitch
 Restigouche, Lower Division
 do. Middle do.
 do. Upper do.
 S. W. Miramichi
 Nipissiguit
 do. (Rough Waters)

Nearly 56,000 lbs. of salmon were taken from these streams in 1879, the Grand Cascapedia, Matapedia, and Restigouche yielding nearly half the amount.

Political Geography.

Social Statistics.

THE Government of Canada is that of a limited monarchy, framed on the principles of the responsibility of Ministers to Parliament. It is vested in a Governor-General as executive, appointed by the Queen but paid by Canada, and a Cabinet of thirteen members, who, with the addition of the Speaker of the Senate, form the Queen's Privy Council, the public business of the country is administered by the members of the Cabinet. Each Cabinet officer presides over a department known as the—

Government.

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Minister of Interior, including, <i>a.</i> Indians. <i>b.</i> Dominion Lands. <i>c.</i> Geological Survey. 2. Finance. 3. Railways and Canals. 4. Postmaster-General. 5. Justice. 6. Public Works. | <ol style="list-style-type: none"> 7. Agriculture and Immigration. 8. Customs. 9. Militia and Defence. 10. Secretary of State. 11. Marine and Fisheries. 12. Inland Revenue. 13. President of Privy Council. |
|--|---|

The seat of the Dominion Government is at Ottawa city, Ontario, on the Ottawa river.

Seat of Government.
Parliament.

The Parliament consists of the Queen, an Upper House of eighty-one members appointed by the Governor-General for life, styled the 'Senate;' and a Lower House of two hundred and six members, elected for five years, styled the 'House of Commons.' Sessions are held annually, and the Governor-General has power to dissolve the House before the expiration of the five-year term.

The following list of Governors and Governor-Generals since the Union will be found useful:—

Governors.

- | | |
|---|--|
| <ol style="list-style-type: none"> 1840. Lord Sydenham 1841. Sir C. Bagot 1843. Sir C. Metcalfe 1846. Earl Cathcart „ Earl of Elgin 1854. Sir Edmund Head | <ol style="list-style-type: none"> 1861. Viscount Monck 1868. Lord Lisgar 1872. Earl of Dufferin 1878. Marquis of Lorne 1883. Marquis of Lansdowne. |
|---|--|

The several provinces have lieutenant-governors, paid by the Dominion, and systems of responsible local government, formed on the model of that of the Dominion.

CANADA.Judicial
Courts.

The counties and townships have also their local governments or councils, which regulate their local taxation for roads, schools, and other municipal purposes.

The judges of the Canadian courts are appointed by the Crown, and are *not* elected by the people as in the United States.

The highest court in the land is the Supreme Court of Canada. It is composed of a chief justice and five puisne judges, and has appellate jurisdiction within and throughout the Dominion, in criminal as well as civil cases, from every court. This is the only Dominion court, all others being provincial in their powers and character. The most important of the Provincial courts are the Court of Chancery, the Court of Queen's Bench, the Court of Common Pleas, and the Court of Error and Appeal. The lower courts are the County Courts, the General Sessions, and the Division Courts. In the chief towns and cities there are stipendiary magistrates who hold court daily for the hearing of ordinary police cases. They also have jurisdiction in certain civil cases, such as the non-payment of wages. Aldermen of cities have magisterial powers *ex-officio*. In all parts of the country there are justices of the peace, holding their commissions from the Crown, who inquire into all such cases as may arise within their respective jurisdictions.

Courts of Assize and Nisi Prius, and of Oyer and Terminer and general gaol delivery, are held from time to time in every county. The jury system prevails throughout the land.

Education, Religion, &c.

There is no State Church, and no national system of education, and the utmost religious liberty prevails throughout the Dominion. The means of education by free public schools, both secular and religious, are abundant, each province directing its own system. In all parts of the country there are grammar-schools, managed, like the common schools, by a Board of Trustees. At these institutions, as well as at many excellent private schools, the pupils receive a classical education, and are trained and prepared for the legal and other professions. Above these again there are colleges, possessing Uni-

CANADA.**Schools.**

versity powers, endowed with scholarships of considerable value, open to youths prepared in the lower schools. The total number of public educational institutions in the Dominion is 14,000, and the total attendance throughout the year nearly one million. There are also schools of medicine at Toronto, Montreal, and other places; while the various leading religious denominations have schools or colleges at which young men are prepared for the ministry. For the higher education of young ladies there are numerous excellent schools, many of which are denominational in character. Nor are the afflicted forgotten, there being schools for deaf-mutes and for the blind, supported and maintained at the public expense.

The public and grammar-schools are under the supervision of duly qualified inspectors appointed by the Government.

Among religious denominations in Canada the Roman Catholic Church comes first in point of numbers, with a membership of 1,791,982. Next come the Church of England, Methodist, and Presbyterian Churches with about 750,000 adherents each; the Baptists follow with 250,000; the Congregationalists with 21,000; besides a few other sects numerically weak, such as the Reformed Episcopal Church, Jews, &c.

Religious
denomina-
tions, &c.

The Roman Catholics possess four archbishops, sixteen bishops, and about 1,200 clergy, three colleges, and a number of excellent private schools, prominent among which are their convents. Lower Canada, where there are about a million French Catholics, of course is the stronghold of the Roman Catholic faith; the remaining population is chiefly Irish. In localities where there are a sufficient number of Roman Catholics they have their own separate schools under the supervision of the priests of the districts. This privilege was granted to the Catholics of Upper Canada as a set-off to the Protestant separate schools in Lower Canada.

The Church of England possesses fourteen bishops, about 800 clergy, and six divinity colleges. It comprises almost exclusively the upper classes, and is very flourishing in the cities and towns. Till lately it has not been so successful in the rural districts as might have been expected, owing perhaps to the rigidity of its system.

CANADA.**Church
Patronage.**

The two schools of thought are as clearly defined here as in England, and a good deal of bitterness is often displayed. Though there are a few advanced Ritualists, the prevailing tone of opinion among the clergy seems to be moderate High Church; but there is a strong and rapidly increasing Low Church minority, which will ere long be the prevailing party. Patronage in theory is vested solely in the bishop of the diocese; virtually it is, in nine cases out of ten, in the hands of the congregation, who make a selection, and petition the bishop to appoint, which is hardly ever refused. The affairs of every diocese are managed by a parliament consisting of the clergy of each parish and a lay delegate, elected by the pewholders or communicants of each church. This assemblage, which is called the Synod, has within certain limits great power, and administers all the public funds of the diocese. The bishop sits as president of this assembly with the power of veto, and both lay and clerical members have an equal vote and voice, except in the case of the election of bishop, when the successful candidate must have at least two-thirds of the lay votes. The head of the Canadian Church of England is the Bishop of Fredericton (Right Rev. J. Medley, D.D.). With the exception of fifty-seven endowed parishes in Ontario, which had land specially granted to them by Crown patent many years ago by Sir John Colborne, the Church is entirely dependent upon the voluntary offerings of her members.

The Presbyterian Church in Canada numbers over 900 ministers, possesses six divinity schools and two ladies' colleges, and raises annually for all purposes about 250,000*l*. The clergy of this Church are said as a whole to be the best-educated class in Canada. Formerly the Presbyterians were divided into several minor bodies, but a few years ago they all united under the name of the Presbyterian Church in Canada.

The Methodists have about 1,500 ministers and assistants, one large University and Divinity College at Coburg, Ontario, and several large ladies' colleges. A few years ago the Wesleyan Primitive and New Connection bodies united under the name of the Methodist Church of Canada, leaving the Episcopal and Bible Christians still separate and independent.

The Baptists are subdivided into three bodies, one of which, however, constitutes more than nine-tenths of the whole denomination, and has about three hundred and fifty ministers, one Divinity school, and a large ladies' college.

The Congregationalists have about a hundred ministers and a college in Montreal. Though numerically a weak denomination, they possess a large proportion of very able preachers, and the Church stands high in public opinion.

The average stipend for a Protestant clergyman in the country may be laid down at 130*l.* per annum. This, with the rate of living, and the assistance always rendered to a clergyman in kind by his flock, is at least equal to 300*l.* per annum in England. About two-thirds of the clergy are supplied with a parsonage, and it is the almost universal custom among business men to charge the clergy reduced rates for everything.

Value of
Livings.

In social position the clergy of the Church of England rank first, the Presbyterians next, then follow the Methodists and Baptists; but in the remoter rural districts where, the people have not the slightest idea of social distinction, all 'preachers' stand on equality.

The Press is represented by 470 papers of which appear daily. In 1840 there were 65 papers published in all Canada.

Press.

Trade and Commerce.

The trade of the Dominion has made itself felt only within the last fifty years. It may, indeed, be said to be the outgrowth of the system of internal improvement which has characterised its history during the last twenty-five years. The first steamer navigated the St. Lawrence waters as early as 1809, but commerce advanced with slow and measured step for more than twenty years after that date. Since 1830 trade has multiplied fifteenfold, a rate of increase nearly fourfold greater than that of the population of the country.

Trade and
commerce.

The following table shows the trade of the Dominion since confederation. The total revenue for the year ending June 30, 1880, was \$24,768,585.

CANADA.

Growth of
Trade.

Fiscal Years	Total Exports	Total Imports	Entered for Consumption	Duty
	\$	\$	\$	\$
1868	57,567,808	73,459,644	71,985,306	8,819,431
1869	60,474,781	70,415,165	67,402,170	8,298,909
1870	73,573,490	74,814,339	71,237,603	9,462,940
1871	74,173,618	96,098,981	86,947,482	11,843,655
1872	82,683,663	111,430,527	107,709,116	13,045,493
1873	80,789,922	128,011,282	127,514,594	13,017,730
1874	89,351,928	128,213,582	127,404,169	14,421,882
1875	77,886,283	123,070,283	119,618,657	15,361,382
1876	80,966,435	93,210,346	94,733,218	12,833,114
1877	75,875,393	99,327,962	96,300,483	12,548,451
1878	79,323,667	93,081,787	91,199,577	12,795,693
1879	71,591,255	81,964,427	80,341,608	12,939,540
1880-1	98,290,823	105,330,840		
1881-2	102,137,203			

Measured by the official returns of the last thirty years
the gross trade of the Dominion has increased as follows:

		Per capital of Population
1845-47	£4,470,000 per annum	£2
1865-67	31,660,000 "	9
1875-77	41,180,000 "	10

COMPARATIVE TABLE OF EXPORTS.

	1877	1878	Increase or decrease
Agriculture	19,115,614	32,474,368	+ 13,358,754
Forest	23,010,249	20,054,929	- 2,955,320
Live Stock, &c.	14,220,617	14,577,086	+ 356,469
Fisheries	5,874,360	6,929,366	+ 1,055,006
Mines	3,644,040	2,869,363	- 774,677
Miscellaneous	10,010,513	2,418,555	- 7,591,958
	65,864,880	76,905,112	+ 3,448,274

Thus Canada, with a population of over four millions, carries on a trade equal in value to that of Great Britain at the beginning of the century, with a population of nearly sixteen millions. To accomplish this, Canada's shipping has similarly increased in number and tonnage. In 1850 it amounted to 61,000 tons. In 1877 it reached 1,310,000 tons, and in 1879 it aggregated 1,450,114 tons, showing an average annual increase of more than 50,000 tons. Ninety-four per cent. of this tonnage is in sailing-vessels. Valued at 7*l.* per ton it represents a net capital of rather more than nine

millions sterling. This is equal to 2*l.* per head of the population, a ratio thirty-three per cent. higher than in the United Kingdom. Canada owns a greater marine tonnage than the United States—a larger tonnage in proportion to her population than any other country, and ranks fourth among the maritime powers of the world.

Public Works, etc.

POSSESSING, as she does, fine natural harbours, Canada has been free to devote her attention, her natural resources, and her credit to the extension and improvement of her means of inland communication. Her principal public works compare favourably with those of any other country in the world. During 1882, 10,000,000 dols. were expended in their construction, repair, and maintenance. Their valuation at the close of 1879 was 420,184,596 dols., or about eighty-five millions sterling. This is apportioned as follows:—

Internal
improvements.

Invested in Dominion Government railways	\$ 52,211,991
„ railways other than above	318,788,009
„ canals, Class I.	34,832,580
„ „ &c., Class II.	7,390,102
„ Government buildings, &c.	5,961,914

\$420,184,596

Equal in round numbers to about . . . £85,000,000

They are:—1. Railways and telegraphs. 2. Canals. 3. Bridges and docks. 4. Colonisation and post-roads. Next to the United States Canada has the longest mileage in proportion to its population of any country in the world. Railway construction in Canada commenced in 1835, with the building of a line sixteen miles in length between La Prairie and St. John's. It was first worked with horses, and afterwards (in 1837) with locomotives. The next was the Queenstown and Chippewa railway, opened in 1839. In 1848 the original survey for the present intercolonial line from Halifax to Quebec was commenced in New Brunswick. This line and the Grand Trunk commenced in 1856 have since been completed. The following is a summary statement of mileage, capital, debt, &c., of railways now in operation:—

The first
Railway.

Name of Railroad	Mileage	Ordinary Share Capital paid up	Preference Share Capital paid up	Bonded Debt paid up	Rate of Interest	Government Loan or Bonus paid up	Municipal Loan or Bonus paid up	Total Cost of Railway and Rolling Stock
1. Albert	51	\$ 642,000	—	—	6	N.B.	\$ 670,000	\$ 1,767,000
2. Brockville and Ottawa .	86½	495,600	—	848,000	7	O.	140,000	—
3. Brantford, Norfolk, and Port Burwell	34	30,000	—	—	5	—	—	380,000
*4. Canada Central	105	40,000	—	1,380,000	6	—	42,500	—
5. Canada Southern	322½	15,100,000	—	11,197,189	7	O.	320,052	26,735,182
+CANADIAN PACIFIC	3,162	—	—	—	—	—	—	—
6. Carillon and Grenville .	13½	94,000	—	—	—	—	—	100,000
7. Chatham Branch	9	50,000	—	—	—	N.B.	—	98,000
8. Cobourg, Peterboro, and Marmora	47	—	600,000	400,000	8	O.	102,000	1,400,042
9. Credit Valley	183	—	—	—	—	—	—	—
10. European and North American	91½	550,000	—	—	—	N.B.	60,000	—
11. Fredericton	23	321,160	—	100,000	6	N.B.	80,000	—
12. GRAND TRUNK	1,388½	53,403,668	61,829,438	20,476,379	—	D.L.	82,500b	149,512,050
13. Atlantic and St. Lawrence	—	5,000,000	—	3,484,000	—	—	—	8,484,000
14. Buffalo and Lake Huron	—	—	2,555,000	3,715,982	—	—	—	6,270,982
15. Chicago, Detroit, and Canada G. T. Junction	—	1,074,736	—	1,095,000	—	—	—	2,169,736
16. Great Western	964	26,595,539	2,461,335	17,392,152	7	—	—	38,309,362
17. London and Port Stanley	—	—	—	—	—	—	—	—
18. Wellington, Grey, and Bruce	—	221,200	—	2,589,066	7	O.	682,000b	3,280,256
19. London, Huron, and Bruce	—	22,210	—	—	6	O.	307,494	1,401,841
20. Hamilton and North Western	33	145,000	—	—	—	O.	165,000	850,570

35,682,249

35,682,249

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20. Hamilton and North Western . . .	33	145,000	—	—	—	O.	67,000	165,000	850,570
21. INTERCOLONIAL . . .	714	—	—	—	—	D.	35,682,249	—	35,682,249
22. Kingston and Pembroke . . .	47½	106,000	—	—	—	O.	115,274	450,000	802,620
23. Lewis and Kennebec . . .	70	1,085,024	—	—	—	Q.	108,300	62,000	—
24. Mississippi Valley . . .	34½	400,000	—	—	—	—	—	—	400,000
25. Midland . . .	129	834,114	—	—	—	O.	98,350	140,870	3,987,588
26. Montreal and Vermont Junction . . .	23	—	—	—	—	—	—	—	—
27. Montreal, Portland, and Boston . . .	32	974,800	—	—	—	Q.	14,000	25,000	—
28. New Brunswick . . .	152	200,000	—	—	—	N.B.	76,000	23,000	—
29. New Brunswick and Canada . . .	120	1,178,800	610,000	—	—	N.B.	5,000	47,500	3,506,000
30. Northern . . .	167½	425,000	21,184	—	—	O.	186,188	631,980	—
31. Petitediac and Elgin . . .	14	8,000	—	—	—	N.B.	70,000	13,000	83,000
32. Port Dover and Lake Huron . . .	63	80,000	—	—	—	7&8 O.	126,000	198,043	718,829
33. PRINCE EDWARD ISLAND . . .	198½	—	—	—	—	D.	3,403,367	—	3,403,367
34. Quebec and Lake St. John . . .	25½	112,210	10,000	—	—	Q.	48,171	10,000	244,501
35. Quebec Central . . .	61	295,985	—	—	—	—	—	100,000	770,639
36. St. Lawrence and Industry . . .	12	42,100	—	—	—	—	—	—	65,016
37. St. Lawrence and Ottawa . . .	59	—	789,909	—	—	6	—	—	1,433,395
38. South Eastern . . .	65	833,251	—	—	—	6 Q.	166,350	438,702	1,320,000
39. Stanstead, Shefford, and Charablay . . .	43	—	—	—	—	—	—	—	—
40. Toronto and Nipissing . . .	105½	193,350	—	—	—	7 O.	104,860	376,702	1,600,000
41. Toronto, Grey, and Bruce . . .	191	773,085	—	—	—	6 O.	377,938	969,561	4,167,129
42. Welland . . .	16½	798,712	—	—	—	6 D.	—	—	1,236,391
43. Whitchy and Port Perry . . .	46	110,080	—	—	—	6 O.	94,957	222,095	1,181,790
44. Windsor and Annapolis . . .	84	1,467,300	—	—	—	6 D.	1,089,896	—	3,799,989
Total . . .	5,574½	113,702,126	68,876,867	79,674,382	—	—	59,659,300	6,359,999	299,240,744

* Since extended as an eastern connection of the Canadian Pacific, to North Bay.

† A brief sketch of each of these Dominion Government lines will be found in connection with the through tables of distances in the Appendix.

CANADA.**Railway
mileage.**

The railways of the Dominion are steadily increasing in number and importance. Whilst progress has been slow in other directions during the last four years, Canada's railway system has continued to expand faster than in most other countries during prosperous times.

The mileage of the entire railway system of the Dominion was as follows :—

Railways actually in operation	.	.	.	8,070 miles.
„ under construction	.	.	.	3,190 „
Total mileage at the close of 1882	.	.	.	11,260

During 1877 the mileage was only 7,571, there being 5,574 miles in operation, and 1,997 under construction. There were thus 569 miles more in operation during 1878, and 234 less under construction. Deducting from the total mileage those sections of the Grand Trunk and other lines which are located in the United States, viz. 228 miles, the actual length of over fifty Canadian railways in running order is 6,915 miles, and the total length, both finished and under construction, is 8,799 miles, or about one mile to each 600 inhabitants—a very creditable exhibit for four millions of people to be able to make. Of the completed lines nearly 6,000 miles are of the medium (4 ft. 8½ in.) gauge. Of the total mileage, rather more than one half is laid with steel rails.

**Railway
invest-
ments.**

The amount of capital now invested in Railways is 415,000,000 dols. This sum is double the entire public debt of the Dominion. By far the greater portion of the amount was raised by shares on Bonds, although the Government and Municipal aid has been considerable. The actual figures are as follows :—

Ordinary share capital	.	.	.	.	\$ 142,936,524
Preference capital	.	.	.	.	71,531,940
Bonded debt	.	.	.	.	92,487,932
					306,956,396

Amount of aid from—		\$
Dominion Government	.	80,757,559
Ontario	.	3,205,536
Quebec	.	11,433,097
N. Brunswick	.	1,583,665
Carried forward	.	96,979,857

	\$	\$	CANADA.
Brought forward . . .	96,979,857		
Nova Scotia Government . . .	822,330		
Municipalities . . .	8,809,944		
Other sources . . .	2,043,270		
	108,655,410		
Less included in paid up securities . . .	1,882,000	106,773,410	
Total capital invested . . .		360,617,186	
Balance . . .		1,468,952	
Grand total . . .		362,086,138	

To this must be added the net increase of capital during 1878-79, 1,468,952 dols. This amount was increased during 1879 to 88,210,520 dols., leaving a further subsidy of the amount of 10,733,550 dols. to be paid on the completion of the several roads.

The foregoing shows the par value of all the securities issued by the different Companies. The actual capital received and expended by them was considerably less, as in some cases the bonds were disposed of at a discount. Making all due allowance for this, however, the actual amount of capital now invested in Canadian railways is exceedingly large considering the circumstances of the country.

The nominal cost of construction—that is, taking all securities as sold at their full value—has been 45,925 dols. per mile. This is made up as follows: Ordinary share capital, 15,583 dols.; preference shares, 8,820 dols.; bonded debt, 10,677 dols.; and Government and Municipal aid, 10,915 dols. The actual cash expenditure per mile must, for the reasons already given, have been much below 45,925 dols. per mile. An interesting report of Mr. ex-Commissioner C. J. Brydges presented to the Dominion Parliament gives statistics showing the relative cost and the proportions of the Government and municipal aid, and private railway enterprise. The report is to June 30, 1878, and the figures are as follows:—

Twelve railways aided, total mileage completed .	877·51
Of these the Quebec, Montreal, Ottawa, and .	
Occidental with a mileage of . . .	326·66
had been subsidised to the extent of \$	10,338,000

Leaving mileage of other railways . . . 550·85

CANADA.State aid
to railways.

Brought forward	\$ 10,338,000 00
The remaining railways are either branch lines or local roads, and may be estimated to cost as much as similar roads in Ontario, say \$18,000 per mile: 550·85 at \$18,000, say	
	9,915,300 00
Government aid to those completed, miles paid and unpaid	9,724,250 00
Municipal aid to ditto	3,531,500 00
Private capital	6,997,550 00

The following were the figures of the same expenditure in Ontario up to Dec. 31, 1878, since which time very few additional miles of railway had been completed:—

Twenty-three railways aided, total mileage 1,357 at \$18,000	\$ 24,426,000 00
Railway aid	\$1,677,481 65
Railway subsidies	1,211,303 00
Municipal aid	2,888,784 65
Private capital	7,139,480 00
	14,397,735 35

From these figures it appears that in Ontario private capitalists and municipalities furnish the larger amount of the capital and build the roads with the Government assistance. But in Quebec it is the reverse, the Government there furnishes the money and the capitalists and municipalities assist to build the railways.

Traffic.

Turning now to the traffic of Canadian railways, we find that the returns for 1878 exceed those of any previous year. The number of passengers carried was 6,443,924, equal to six per cent. more than during the preceding twelve months. The tonnage of freight handled was 7,883,472, an increase of 1,023,676 tons, or over 15 per cent. The total number of passengers and tons of freight carried by the principal lines during 1878 were as follows:—

	Passengers	Freight
Grand Trunk	2,025,737	2,387,942
Great Western	1,203,372	1,854,663
Intercolonial	613,957	522,710
Canada Southern	219,544	958,044
Northern	234,122	207,245
Midland	127,268	133,405
Toronto, Grey, and Bruce	143,431	94,300
Toronto and Nipissing	99,140	100,814

The total earnings on all railways from all sources for 1879 amounted to £4,000,000, equal to the payment of a dividend of 1·67 per cent. upon the share and bonded liability of the companies.

CANADA.
Railway
Revenue.

The total railroad earnings for the twelve months ending Dec. 31, 1878, amounted to 20,520,078 dols. How this compares with the preceding year can be seen at a glance by the annexed statement:—

	1878	1877
	\$	\$
Passenger traffic . . .	6,386,325	6,458,493
Freight traffic . . .	13,129,193	11,321,264
Mails and express . . .	795,797	744,742
Other sources . . .	208,763	217,554
Totals . . .	20,520,078	18,742,053

The increased receipts during the year were 1,778,025 dols., or a little over 9 per cent. The increase was almost entirely in freight receipts. So far as the passenger traffic is concerned, the receipts declined to the extent of 72,168 dols. The earnings per mile were 3,479 dols. as against 3,418 dols., being an improvement of 61 dols. per mile.

It is gratifying to find that the operating expenses of the different railways also exhibit an improvement. The outlay on this account for the past two years was as follows:—

1878	\$ 16,100,102
1877	15,290,091
Increase	810,011

This advance is only about 5·30 per cent., whereas the receipts augmented by 9·65 per cent. The operating expenses per mile of railway running, according to the official report, was 2,734 dols. in 1878 as against 2,885 dols. in 1877, or a decrease of 151 dols. per mile. According to this, the railways of the Dominion increased their earnings 61 dols. per mile during 1878, and did the work for 151 dols. per mile less.

The importance of this fact may not at first sight be fully realised, but it will be more clearly comprehended

CANADA.

by placing side by side the receipts and expenses of the two years :—

	1878.	1877.
Receipts	\$20,520,078	\$18,742,053
Expenses	16,100,103	15,290,091
Nett profit on working . .	4,419,975	3,451,962

The increase of the receipts over the operating expenses in 1878 as compared with the preceding year, is no less than 968,013 dols., or over 28 per cent. This is a very large increase, and testifies to the judicious character of Canadian railway management. The nett earnings would allow 2 per cent. dividend upon the shares and bonded capital of the roads, but nothing on the Government or Municipal investments.

Canals.

The Canals of the Dominion are amongst its most important public works. They have been constructed on the following routes of inland navigation:—

	Length of Canal	Miles of Navigation
1. The River St. Lawrence and Lakes . .	70	2,385
2. The River Ottawa	126	—
3. The Rideau Navigation from Ottawa . .	9	246
4. The Trent Navigation to Kingston . .	—	190
5. The River Richelieu to Lake Champlain .	12½	411
*6. Fort Frances Canal, Rainy River, N.W.T.	—	—
7. St. Peter's Canal, Cape Breton, Nova Scotia	⅓	⅓
Total	219½	3,232¾

* Work suspended.

The Canadian Canal system consists—First, of the Welland Canal from Lake Erie to Lake Ontario. Thence the route is across Lake Ontario to Kingston, where the navigation of the River St. Lawrence begins. As is well known, this river along its upper portion, owing to numerous rapids, is unfit for continuous navigation. Hence, at various points these rapids are avoided by canals, the vessels passing back from them to the river. These are the Galop Canal, the Rapide Plat Canal, the Farran's Point Canal, the Cornwall Canal, the Beauharnois Canal and the Lachine Canal, where the river

is reached at Montreal and ocean navigation begins. When it is remembered that the Erie Canal between Buffalo and Albany is 350 miles long, and has seventy-two locks, a table showing the superiority of the Canadian route in the matter of plain sailing will be instructive, since with $365\frac{1}{4}$ miles it reaches ocean navigation:—

CANADA.

Few locks
on Canadian canals.

	Canal Navigation Miles	Free Navigation Miles
Welland Canal	27	—
Lake Ontario	—	160
River St. Lawrence	—	$66\frac{1}{2}$
Galop Canal	$7\frac{1}{2}$	—
River St. Lawrence	—	$4\frac{1}{2}$
Rapide Plat Canal	4	—
River St. Lawrence	—	$10\frac{1}{2}$
Farran's Point Canal	$\frac{3}{4}$	—
River St. Lawrence	—	5
Cornwall Canal	$11\frac{1}{2}$	—
Lake St. Francis	—	$32\frac{1}{4}$
Beauharnois Canal	$11\frac{1}{4}$	—
Lake St. Louis	—	$15\frac{1}{4}$
Lachine Canal	$8\frac{1}{2}$	—
Totals	$70\frac{5}{8}$	$204\frac{5}{8}$

From Lake Erie to Montreal the distance is thus shown to be $365\frac{1}{4}$ miles.

This route has only fifty-four locks. It can accommodate vessels of nearly three times the tonnage of those on the Erie Canal. It can remain open to navigation about the same length of time. It has nine feet of water in the lowest of its locks, against six feet in those of the Erie Canal.

The entire distance between Belle Isle Straits and Thunder Bay, Lake Superior, 2,384 miles, may now be travelled by water.

Besides the St. Lawrence Canals there are—

	Miles		Mile
St. Ann's	$\frac{1}{2}$	St. Peter's	$\frac{1}{2}$
Carillon	$2\frac{1}{2}$	Burlington Bay	$\frac{1}{2}$
Chute à Blondeau	$\frac{1}{2}$	Rideau	$126\frac{1}{4}$
Granville	$5\frac{1}{4}$		
St. Ours	$\frac{1}{2}$		$148\frac{1}{4}$
Chambly	12		

Telegraph and Postal System, etc.

CANADA.

Tele- graphs.

THE telegraph system of Canada is in the hands of three companies chartered by Act of Parliament. These own and operate the four main lines, viz., the 'Montreal,' (12,044 miles), the 'Dominion' (7,824 miles), 'Western Union,' and the 'Canadian Pacific,' between Fort William and Edmonton, N.W.T. (1,219 miles, and still in progress). The 'Montreal' was incorporated in 1847, and operates upwards of 20,000 miles of line. The tariff on messages to places distant twelve miles and under is 15 cents for ten words; beyond twelve miles, 25 cents for ten words, and 1 cent for each additional word. There is also a half-rate for messages transmitted in the night and delivered next day. The 'Western Union' is an American Company with headquarters in New York City.

Postal.

The postal system extends to every village in the Dominion. In 1766 there were only three post-offices in Canada, and 180 miles of post road. Now there are upwards of 6,171 post-offices in addition to 307 Post-office savings banks, with a total deposit during the year of nearly 6,435,989 dols. from 51,463 depositors. The rate of domestic postage, reduced in 1868 from 5 cents, is 3 cents for half an ounce prepaid; unpaid, 5 cents. Newspapers and postal cards 1 cent each. The ocean postage for letters is 5 cents per half-ounce prepaid, and for postal cards 2 cents.

Money Orders.

Money orders may be drawn throughout the Dominion, except in Manitoba and British Columbia, for sums from 1 dol. to 100 dols., at a charge of half per cent. The same regulation applies to orders drawn on offices in the United Kingdom at charge of 2 per cent., or 1 dol. on 10l.

A year or two ago the Canadian Government became alive to the great importance of a telegraphic system connecting the islands, lighthouses, and ports of the Gulf of the St. Lawrence together, for the better protection of the fisheries and the salvage of shipwrecked vessels. Not only can the electric telegraph afford an instantaneous signal for lifeboats in the case of stranded ships, but it will flash the whereabouts of cod and her-

ring schools to fishers on the watch along the haunted coast. Accordingly, the India-rubber, Gutta-Percha, and Telegraph Works Company, of Silvertown, under contract with the Dominion Government, have recently laid cables between the virgin island of Anticosti and the mainland at Griffin's Cove, between Prince Edward's Island and the Magdalen Islands, between Grosse Island and the Bird Rocks, and between Manin Island and a place called Mainland, situate in the State of Maine. The Canadian Government steamer *Newfield*, which is regularly employed on lighthouse service in the Gulf, having been fitted up with the necessary cable-tanks and paying-out gear at Silvertown, will be retained in the cable maintenance service. Canada is also contemplating a great extension of her telegraph system in the west. A Pacific Railroad telegraph across the Rocky Mountains from Red River to Vancouver's Island, and a submarine cable from thence to Asia, are being pushed forward. At present messages between Canada and British Columbia have to pass by the United States lines, but, according to a recent report by Mr. Sandford Fleming, the immediate construction of a link line between Fort Edmonton and Cache Creek will complete the trans-Dominion telegraph. To join the system to Asia, and thence by Siberia to Europe, Mr. Fleming recommends the laying of a cable from Vancouver's Island to Japan, *via* the Aleutian and the Kurile Islands. Further still, it is proposed by Mr. Gisborne, superintendent of the Canadian Government telegraphs, that one island of the Kurile group should be purchased from the Japanese Government as a landing-place for cables, and two branch lines laid to Hong-Kong and Australia. This is a bold scheme, but it shows the enterprise of the Canadians, and forecasts the ultimate development of the Dominion.

The laws and forms of judicial procedure are not uniform throughout the Dominion. The law of Quebec, like its social life, had its origin in France; while the common law of England is the basis of the law of Ontario, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia, and Manitoba.

The Supreme Court and Court of Queen's Bench take precedence of all law courts in the Dominion. The

Judiciary.

CANADA.

points of difference in the several judicial systems will be found noted in the respective chapters.

**Military
and militia.**

The law requires that every able-bodied man be enrolled for the defence of the colony. An enrolment takes place in February of each year. The Governor-General for the time being is *ex-officio* commander-in-chief of the army and militia, and of the navy in British North American waters. He alone can exercise the pardoning power. The Canadian Militia is now more immediately under the command of a Lieut.-General of the British army.

By the terms of the Act to provide for the defence of the Dominion the militia consists of all male British subjects between eighteen and sixty. It is divided into an active and reserve force. The active force includes the volunteer, the regular and the marine militia. Volunteers have to serve for three years, and the regular and marine militia for two years. The following table shows the organisation and disposition of the active force on January 1, 1879:—

Cavalry	2,637
Field Artillery	1,438
Garrison Artillery	3,479
Engineers	282
Infantry and Rifles	37,316
Reserve Militia	655,000
Imperial troops forming the garrison of Halifax	2,000
Total	702,152

There are seventeen Field Batteries, viz.:

- 13 9-pounder muzzle-loading rifles.
- 1 6-pounder Armstrong breech-loading.
- 2 9-pounder bronze smooth-bore, and a 24-pounder howitzer.
- 1 at Melbourne, armed entirely with bronze 24-pounder howitzers.

Under the amended Act of 1871 Canada is divided into twelve military districts as follows:—Ontario, four; Quebec, three; Nova Scotia, one; New Brunswick, one; Manitoba, one; Prince Edward Island, one; British Columbia, one. Two schools of military instruction for artillery are established in each of the provinces of Ontario and Quebec, and one each in New Brunswick and Nova Scotia. There is also a Royal Military College at Kingston. Reporting upon Canada's system and means of defence, Lieutenant-Colonel Strange, commanding Quebec citadel, says: 'Owing to the peculiar

CANADA.

configuration of the southern boundary—on which side alone it is open to attack—few such vulnerable points exist. The Intercolonial and Grand Trunk systems, supplemented by the Dominion Railroad system, generally enable the troops and militia to act upon what are practically *interior* lines. Montreal, *via* Rouse's Point, would be the *point d'appui*, and it is utterly defenceless. Quebec once in the hands of an enemy, Canada would be in peril.'

The population of Old Canada (Quebec and Ontario), exclusive of Indians, in 1784 was 166,256. In 1806 the population of British North America, which included Newfoundland, had only reached 476,000. Since that time, and especially since confederation, the growth of population has been very rapid. The figures show a relatively greater increase than in the United States. Thus—

Increase of
Population

	Inhabitants	Increase
1806 . . .	476,000	—
1825 . . .	581,920	24,000 per annum
1831 . . .	1,069,000	
1851 . . .	2,482,000	
1861 . . .	3,090,561	70,000 "
1871 . . .	3,833,000	70,000 "
1881 . . .	4,352,080*	67,000 "

* Inclusive of Indians, who number 102,358.

If the present rate of increase is maintained during the next two decades, and it is more likely to advance than otherwise, the population at the close of the present century will reach, in round numbers, ten millions. According to the census of 1871, more than four-fifths of the population are native-born.

This rapid growth in population is largely owing to the uninterrupted influx of British immigration. Between 1850 and 1878, a period of twenty-eight years, 684,542 strangers settled in Canada, an average of rather less than 25,000 per annum.

Immigra-
tion.

Year	Settled in Canada	Year	Settled in Canada
1851 . . .	25,515	1858 . . .	12,340
1852 . . .	20,943	1859 . . .	6,300
1853 . . .	32,295	1860 . . .	7,827
1854 . . .	38,800	1861 . . .	12,486
1855 . . .	23,000	1862 . . .	28,798
1856 . . .	24,816	1863 . . .	26,118
1857 . . .	33,633	1864 . . .	21,738

CANADA.

Year	Settled in Canada	Year	Settled in Canada
1865 . .	19,413	1874 . .	39,373
1866 . .	10,081	1875 . .	27,382
1867 . .	14,666	1876 . .	25,633
1868 . .	12,765	1877 . .	27,076
1869 . .	18,630	1878 . .	29,807
1870 . .	24,706	1879 . .	47,999
1871 . .	27,773	1880 . .	75,692
1872 . .	36,578	1881 . .	101,612
1873 . .	50,050	1882 . .	112,450

Pending the publication of the results of the census of 1881, we are unable to obtain such vital statistics as would enable us to estimate the precise rate of natural increase in the population of Canada. It is slightly lower than the English rate, and not more than half that of Australia and New Zealand. It will be found, on close investigation, to be not far from 1·10 per cent., or 12 per 1,000. The settlement of the back country, rapid as that has been, has not thus far kept pace with the flow of population to the cities and towns.

Cities.

The following list embraces the chief cities of Canada with their population in 1881 :—

Montreal	140,682
Quebec	62,447
Toronto	86,445
Halifax, Nova Scotia	36,102
St. John, New Brunswick	35,128
Hamilton	35,965
Ottawa (Capital)	27,417
London	19,763
Kingston	14,093
Winnipeg	14,728

Many of these cities show an increase in population during the past ten years of from 35 to 45 per cent.

Indians.

The Indian tribes of Canada are still numerous. In Nova Scotia there are a few representatives of them in every county, and in the North-West Territories they are constantly met with. The 'Indians and Indian Lands Office' forms the third of the seven branches through which the operations of the Department of the Interior are conducted. It is a sub-department, and is administered by a Deputy Minister, officially designated 'Deputy Superintendent-General of Indian Affairs.' It is gratifying to know, on the best living authority, that the condition of the aboriginal

inhabitants of the Dominion is, on the whole, not only satisfactory, but gradually and surely improving.

'The condition of the Indians settled on Reserves within the older provinces is encouraging.

'More inclination for and greater progress in agriculture is observable among them.

'Intemperance has become of more rare occurrence; and the physical health of the several bands during the year 1879 has been for the most part good.

'In the newer provinces and more remote territories of the Dominion, Indians have not yet learned the value of agriculture. As, however, the game and fish on which they now rely for subsistence (notably the buffalo in the North-West and the salmon in British Columbia) become scarce, they must turn their attention to tilling the soil or raising stock to enable them to live.'—*Report*, 1878-79.

The 'Treaty' Indians now within the Dominion number 114,375, distributed as follows:—

Treaties
with the
Indians.

Ontario	17,126
Quebec	11,089
Nova Scotia	2,228
New Brunswick	1,486
Prince Edward Island	312
Manitoba and North-West Territories	40,914*
Athabaska District	2,398
British Columbia	35,052
Rupert's Land	3,770
Total	114,375

The official returns for 1877 placed the number at 99,690.

The Ontario Indians belong principally to the tribes of the Six Nations, and Mississaguas, on Grand River, and to the Chippewas of Lakes Huron and Superior,

* The treaties of Canada with the Indian tribes occupying Manitoba and the North-West territories are ten in number, viz. (1) Selkirk Treaty; (2) Robinson Treaty; (3) Manitoba Island Treaty; (4) Stone Fort Treaty; (5) Manitoba Fort Treaty; (6) North-West Angle Treaty; (7) Q'Appelle Treaty; (8) Winnipeg Treaty; (9) Carlton and Pitt Treaty; (10) Blackfoot Treaty. The full text of these treaties and Supplementary Adhesions thereto are given by Hon. Alexander Morris, late Lieut.-Governor of Manitoba, &c., in his recent work published by Belford, Clarke & Co., Toronto.

CANADA.

and Great Manitoulin Island. Those in Quebec are all that remain of the once famed Iroquois tribe and the Naskkapees of the Lower St. Lawrence. The Crees and Blackfeet in the North-West Territories and Manitoba, locally distinguished as 'Prairie' and 'Thickwood' Indians, number nearly 18,000, while those of British Columbia at the Victoria and Fraser River Superintendencies—estimated at upwards of one-third of the whole Canadian aboriginal race—comprise among them representatives and sole survivors of a great variety of tribes, by far the most numerous being the Tsimpseean, Quacheweth, Hydah Bella Coola, and Hlet Luck Indians. The business of this branch of the Department is administered by 116 officers and *employés*, known as commissioners, superintendents, agents, interpreters, clerks, and farming instructors; and the total expenditure for 1879 amounted to 304,667 dols.

Pictur-
esque
Canada

The tourist who is not a sportsman in the strictest sense of that much-abused word, but who goes to Canada in the spirit of good Dr. Syntax, in search of the picturesque, and for the benefit of that best of all good company, his health, will have no cause to regret his choice of camping or tramping ground. Thirty-one years ago, Canada was what might truly be called 'a rough country.' The means of reaching it were in excellent keeping with, and formed a suitable introduction to, the country itself. The 'floating palace,' as the modern ocean-steamship has been justly styled, had not then come into fashion—had not, indeed, been built. Three and four, and not unfrequently five and even six, weeks were passed in crossing the Atlantic and the Newfoundland banks preparatory to beating up the long Gulf of St. Lawrence against wind and wave. There was no 'getting off' or leaving ship at Rimouski or at Father Point in those primitive and pre-steam-propelling days. No short cuts, as now, *viâ* Rivière-du-Loup, Richmond, by Grand Trunk, and Intercolonial Railways. It was sea and river, river and lake, lake and canal navigation long drawn out; and when at last Quebec and Montreal, and finally Toronto, were reached, the adventurous, and possibly ambitious traveller, found himself at the remoter end of an attenuated, straggling, thinly tenanted frontier, face to face with the virgin prairie and the backwoods. A diversion to

Chaudière or Montmorenci, to Niagara Falls, New York, or the White Mountains in Vermont, a week at Cacouna and the Saguenay, a sail through the Thousand Isles of the St. Lawrence, or a ride round Mount Royal, rather varied than dispelled the monotony of the long journey to the 'Far West,' as all beyond Toronto was then called. Now, happily for the modern tourist, all this is changed. Magnificent ocean-ferries ply semi-weekly between the British ports and the principal seaboard cities of the Dominion; the Intercolonial, Grand Trunk, and Canadian Pacific afford continuous lines of easy and even luxurious travel for upwards of 3,000 miles from Halifax, Quebec, and the whole Atlantic seaboard to Winnipeg and the growing settlements of the Saskatchewan and Assiniboine valleys. Steamer, railway, and stage-coach companies vie with each other in providing the readiest, cheapest, and most expeditious means of locomotion. Hotels are numerous and excellent, and the facilities for observation and recreation are abundant. The eight or ten weeks' journey in a timber barque or coal-ballasted brig and merchandise-freighted propeller through the St. Lawrence and Great Lakes to Sarnia or Detroit has become a pleasure tour of at most a fortnight; and the six or twelve months' trip of '49 or '50 is now a pleasant holiday excursion, a profitable way of passing the London 'silly season' or the 'Long Vacation.'

The principal and most popular resorts for Canadian tourists and pleasure-seekers are in the seaboard or maritime provinces, and mainly on the St. Lawrence river and its tributaries. They are all readily reached by steamboat, or by railway over the Grand Trunk and Intercolonial lines from the chief centres, Halifax (N.S.), St. John's (N.B.), Portland (Me.), Charlottetown (P.E.I.), Quebec, and Montreal. From Portland the famed White Mountains of New Hampshire are distant only ninety miles, and are readily reached in three to four hours by the Grand Trunk railway *viâ* Gorham Station. *Mount Washington*, 'the monarch' of the White Mountain range, is best approached by turnpike and the mountain railway, three miles in length, from the Glen House.

The city of Quebec, the ancient colonial capital, and still the provincial capital, occupies the centre of

Pleasure
resorts.

CANADA.**Quebec.**

picturesque Canada. Though shorn by recent changes of all its political and much of its commercial importance, it is still historically one of the most interesting and remarkable cities on the continent of North America. It is the first landing-place of a large majority of Canada-bound travellers not reluctant to 'step ashore' and once more tread *terra firma* after experiencing the 'ups and downs' of 'life on the ocean wave.' This fact alone will serve to render a short stay desirable. Added to this, the city contains two very excellent hotels—the *St. Louis* and *Russell*—both for many years under the able management of Mr. Willis Russell, and a still finer than either is about to be erected on the site of the Château St. Louis on the Dufferin Terrace, near its eastern extremity, where it will command one of the most extensive and picturesque inland views to be found on the American Continent. The drives in the neighbourhood are varied and charming, each in its own peculiar way. They will be found briefly described in the chapter on Quebec.

A sleigh and 'toboggin' party to Montmorenci Falls in winter constitutes the 'sensation' of that delightful season, and should not be omitted from the visitor's programme.

For the western sections of Quebec Province, Montreal is the natural centre, as Toronto is for the adjoining province of Ontario. On the Pacific coast all points of special interest to the sportsman or sight-seeking tourist can be most advantageously reached from Victoria, V.I., and New Westminster, B.C. These routes will be found briefly described in the chapter on British Columbia. An excellent compendium of inland tours, readily accessible from the main centres of Atlantic and St. Lawrence river travel, accompanies the handbook issued by the Allan Steamship Company, and can be had free on application to them or their agents.

Tourist
centres.

THE MODERN ACADIA.

Nova Scotia and Cape Breton.

THE peninsula of Nova Scotia, so named in the grant made by King James I. to Sir William Alexander, in 1621, forms the most easterly or seaboard province of the Dominion of Canada. It is, therefore, nearer to England than any other inhabited portion of the American Continent. Nova Scotia and New Brunswick—to which the former is joined by the narrow Isthmus of Chignecto, sixteen miles long—and Prince Edward Island, which is separated from both provinces by Northumberland Strait, form what are now known as the maritime provinces of Canada. Up to, and for some years subsequent to, 1621, they formed part of the French possessions in North America, and were called Acadie.

NOVA SCOTIA.

Although its settlement as a colony of the British Crown commenced at a comparatively recent period, its history dates from the earliest authenticated explorations on the North American Continent. To Jacques Cartier, the St. Malo pilot, fresh from his discoveries in the Straits of Belle Isle and the Gulf of St. Lawrence, these rugged shores first revealed themselves in 1534. Some portion of the coast now belonging to Nova Scotia may have been seen by the Northmen who are said to have sailed these seas A.D. 1100–1200, and by them named *Markland*, or the 'Forest Country.' But this is, at best, supposititious. Adventuring in a south-westerly course in his little sixty-ton craft—which only two months previously had been ice-locked off Cape Bonavista, Newfoundland—Cartier first sighted the welcome shores of Acadia. It is believed by some that Verazzani, the Venetian, ranged this coast from the Florida Capes to Newfoundland about the same time, but we have no authentic record that he ever visited any portion of the present territory of Nova Scotia. The land first sighted

Verazzani's
visit.

NOVA SCOTIA. by Cartier is supposed to have been Cape Escuminac, at the southern entrance of Miramichi Bay, New Brunswick. The land-fall took place June 30. The next day, his chroniclers tell us, he 'landed and found the country to be fertile and well wooded.' 'Nevertheless, we went that day ashore in four places to see the goodly and sweet-smelling trees that were there. We found them to be cedars, ewe trees, pines, white elms, ashes, willows, with many other sorts of trees to us unknown, but without fruit. The grounds, where no wood is, are very fair, and all full of peason, white and red gooseberries, strawberries, blackberries, and wild corn, even like unto rye, which seemeth to have been sown and ploughed.'

Such is the account given, in briefest form, of this part of Canada by its first recorded discoverer.

The fisheries of Newfoundland and Acadia, however, proved, even at that early day, more tempting as an incentive to further adventure and discovery than their inland productions, however attractive these may have been. Large numbers of hardy seamen flocked to the fishing-grounds, ready to cast their nets or to trade with the Indians, as occasion for gain offered.

In this way the whole coast of the great Gulf of St. Lawrence, from its north shore to Gaspé and Chaleur, became well known long before Canada or Acadia contained a single white settler. The 'toilers of the sea' then were the pioneers as they yet are the industrial mainstay of the maritime provinces. Thus, slowly but steadily, the dim outline of the New World displayed its form to the people of Europe, and the spirit of adventure—no longer confined to the great and the wealthy—grew and strengthened in the hearts and consciences of the people.

The French Period.

A.D. 1604 to 1710.

De Monts
appointed
Lieut.-
General of
Acadia.
A.D. 1608.

AMONG the numerous early French explorers in the New World, the name of De Monts is seldom mentioned. Yet, if the records of these early days are to be credited, to him the honour of founding the first permanent settlement within the limits of the present Canadian Dominion is unmistakably due. But little is known of him

beyond the fact that he was a gentleman of King Henry IV.'s bedchamber, whom Chauvin and Pontgr   had accompanied. From the liberal-minded Henry he obtained (November 8, 1603) a patent, constituting him Lieutenant-General of the Territory of Acadia between the 40th and 46th degrees of latitude, with power to take and divide the land, to create offices of war, justice, and policy; to prescribe laws and ordinances, to make war and peace, to build forts and towns, and establish garrisons; in short, 'to do generally whatsoever may make for the conquest, peopling, inhabiting, and preservation of the said land of Acadie.'* Such in brief were the terms of his patent from King Henry. Between 1603 and 1606 De Monts and Champlain established a colony on St. Croix Island, which was subsequently (1605) moved to Port Royal on the north bank of the river of that name, now the R. Annapolis, and six miles from the present town of Annapolis. Four years later the colony was strengthened by the arrival of Poutrincourt and his son Biencourt, who, with De la Tour continued faithful to its failing fortunes until its destruction by Captain Samuel Argal, a Virginian freebooter in 1614. Beyond this mere handful of French colonists and the native Indians, there were no inhabitants in Acadie. Yet we are told the winter of 1605-6 passed pleasantly. 'Fifteen of the leading men formed a club which they named the *Order of the Good Time*. Day-about each member held the office of Grand Master, whose duty it was to provide for the table, and to furnish amusement during his day of office. Each, as his turn came to play host, strove to outdo his predecessor. After dinner the members of the club smoked their lobster-claw pipes and listened to the old chief's (Memberton) Indian tales.'

A.D. 1603-
1606.

Sir William Alexander, afterwards Earl Stirling, obtained a grant from King James of territory, afterwards confirmed by his son Charles I., which embraced the whole of the Provinces of Nova Scotia and New

A.D. 1621-
1622.

* This word, by which the whole territory now embraced within the provinces of Nova Scotia, New Brunswick, and Prince Edward Island continued to be called while under French rule, is said to be derived from the Micmac *Cadie*, 'abounding in.' The Latin form is *Acadia*.

NOVA SCOTIA. Brunswick and the Gaspé Peninsula. The territory thus granted was to be known by the name of Nova Scotia, and 'to be held at a yearly quit-rent of one penny Scots, to be paid on the soil of Nova Scotia on the festival of the Holy Nativity,' if demanded. Beyond a brief visit in the following year, and the creation of a small settlement on the west side of Annapolis Basin, nothing resulted from this ambitious scheme of the Scotch nobleman.

The Com-
pany of
New
France.

Two years after the accession of Charles, the war between England and France, which was ostensibly undertaken for the relief of the French Huguenots, suddenly broke out, and again changed the fortunes of the infant colony. Cardinal Richelieu, then at the height of his ecclesiastical power, as well as of his temporal ascendancy over Louis XIII., formed an association of one hundred gentlemen, among whom were Richelieu himself, Champlain, and De Razilly. This was called the 'Company of New France.' Its prerogatives were in accordance with its ambitious title. Twelve of its principal members received patents of nobility. The receipt and transmission of merchandise of every kind was allowed it, without payment of dues, and free entry was given in France to all articles produced or manufactured in Canada. To these privileges were added the monopoly of the valuable fur trade, of hunting and of the shore fishery, the power of government, and of declaring peace and war.

A.D. 1630.

In July 1629, Lord James Stuart landed at Port aux Baleines, about ten miles from the present settlement of Louisburg, in Cape Breton, where he erected a fort which was soon after destroyed. This is the earliest recognition we have of the importance of Cape Breton as a position of defence for the Gulf of the St. Lawrence. On April 30 of the following year, La Tour, who, with his son Charles, had been created a baronet of Nova Scotia, received from Sir William Alexander a grant of Acadian territory extending from Yarmouth to Lunenburg, a tract roughly estimated to contain 4,500 square miles. Port La Tour in Shelbourne county marks the site of La Tour's fort in the seventeenth century. Up to this time neither England nor France had seriously regarded either the value or the growing importance of

these New World possessions. Charles I. was unwilling, it seems, to risk further difficulty on their account with his Most Christian brother Louis, and on March 29, 1632, the whole of Acadia was, together with Canada, formally restored to France under the terms of the treaty of St. Germain-en-Laye. Port Royal soon after surrendered to Isaac De Razilly, and with it the name and all but the memory of Sir William Alexander's Scotch colony in Acadia was extinguished. The succeeding four years cover a comparative blank in the history of the country. Isaac De Razilly's settlement at La Have, his brother Claude's command at Port Royal, and Charles La Tour's little colony at Cape Sable, were almost the only inhabited places in the vast territory now embraced within the Provinces of Nova Scotia and New Brunswick, and this conspicuous but isolated and solitary distinction they seem to have enjoyed for a period of forty years. The tenure of the locality on which Charnisé's little band of French colonists landed on the Annapolis—or, as it was then known, the Port Royal river—was of too uncertain and precarious a character for it to be regarded as a settlement.

The rival claims of La Tour and Charnisé for supremacy now led to civil warfare, and the Puritans of New England, under the then governor Winthrop, found themselves entangled in the domestic factions and colonial aspirations of those 'idolatrous French.' The conflict which ensued, and which was carried on with great bitterness till 1645, resulted destructively to both. La Tour lost all he possessed, and was actually beggared, while Charnisé's financial condition was scarcely less hopeless. Three years later he died. During his occupation of Port Royal he had cultivated two farms on his own account, and built two vessels of seventy tons each, besides some smaller craft. These were probably the first vessels built in the present province of Nova Scotia. They were the most meritorious acts of a life which was soon after terminated by drowning, and which, according to his contemporary Nicolas Denys, was 'marked by rapacity, tyranny, and cruelty.'

We now return to the period of English occupation. On August 16, 1654, Port Royal surrendered to the English fleet and forces of Colonel Sedgwick; and

NOVA SCOTIA.

A.D. 1632-1636.

French Settlement.

Civil War.

Port Royal captured.

NOVA SCOTIA.

Captain John Leverett was stationed there as governor and commander of the Forts St. John, Port Royal, and Penobscot.

Cromwell's
interference
justified.

In 1656 the Lord Protector Cromwell gave to La Tour, in conjunction with Thomas Temple and William Crowne, the grant of the greater part of Acadia, on condition of the payment of a small annual rental in beaver-skins. This mixed ownership and occupation seems to have lasted till the death of Cromwell and the restoration of Charles II., in May 1660, when Temple regained possession of his former rights and territory by an annual payment of 600*l*.

Census
taken
A.D. 1671.

In July 1670. Hubert d'Andigny, Chevalier de Grande-Fontaine, under the treaty of Breda and a commission from Louis XIV., received Acadia from Temple, who had been peremptorily ordered by King Charles to deliver it up. Thus Acadia became once more an appanage of France. The total number of inhabitants in the country at that time, as established by the census of 1671, was four hundred and forty-one, including twenty-five soldiers, which formed the garrison at Penobscot. In the whole of Acadia the amount of cultivated land amounted to only 439 arpents, and the live stock consisted of 866 horned cattle, 407 sheep, and 36 goats.

Chignecto was about this time added to the list of settlements, and a few years later the still richer and more populous colony of Minas was founded. The arrival of the ship *L'Oranger* with sixty immigrants also marked the increased vigour which was at this period infused into the work of colonising Canada.

Early im-
migration,
A.D. 1686.

Grande-Fontaine was succeeded by Chambly, De Castine, and La Vallière, and these were in turn followed by Bergier, Gautier, Boucher, and De Montes. These latter formed a company for the prosecution of the shore fisheries. Fifteen years later the census taken by De Meulles shows the population of all the Acadian settlements to have amounted to 851. The gain of one hundred per cent. in a period of fifteen years must have been largely due to immigration, as the natural increase was very small. In April 1687 M. de Menneval was appointed Governor, with orders to prevent foreigners fishing or trading on the coast. Three

years later Port Royal surrendered to an English expedition, under command of Sir William Phips, recruited at Boston, Massachusetts. The inhabitants took the oath of allegiance, and bound themselves to administer the affairs of the settlement 'under the Crown of England and the Government of Massachusetts.' In 1692 Villebon, a brother of Menneval, removed his garrison from Jemseg to Fort Nashwaak, on the St. John River, the better to continue his warlike operations against the hated New Englanders. Here he commenced the erection of a new fort on a point of land nearly opposite Fredericton, the present New Brunswick capital. Until his death in 1700, France and England now being at peace, Villebon's energies, which seem to have found their fullest occupation in the field, were chiefly directed to keeping the English fishermen off the coast, and in confining the ambitious colony of Massachusetts within its proper bounds. Nothing, however, could long withstand the sweeping tide of affairs. 'It is of little moment now,' as the historian of Acadia, Hannay, remarks, 'to comment on the folly of the French in abandoning the St. John, for it was inevitable that this river and the whole of Acadia would fall into the possession of the English whenever they chose to make an effort to take it.' *

NOVA SCOTIA.

Capture of
Port Royal,
A.D. 1690.

By the twelfth article of the Treaty of Utrecht, 'all Nova Scotia or Acadia comprehended within its ancient boundaries, as also the city of Port Royal, now called Annapolis, 'were yielded and made over to the Queen of Great Britain and to her Crown for ever.' In the course of time the limits of Acadia, like those of Oregon, British Columbia, and many another international boundary, became the subject of dispute and arbitration. But these, with other matters thereto pertaining, will more properly be considered elsewhere.

Treaty of
Utrecht.

In 1693 the Acadians were again numbered, and the census found to represent a population of 1,009, of which one half, divided into eighty-eight families, resided at Port Royal. A census of Port Royal and Minas, taken in 1714, returned the population of these

Population.

* 'History of Acadia from its first discovery to its surrender to England by the Treaty of Paris.' By James Hannay. J. & A. McMillen, St. John, N.B. 1879. London: Sampson Low & Co.

NOVA SCOTIA. settlements alone at 1,773. The entire population at the time of the Treaty, independent of the native Micmac tribes, did not certainly exceed 2,500.

Port Royal
renamed
Annapolis.

Of all the possessions once held by France in Acadia, she now alone retained Cape Breton, the Island of St. John (now Prince Edward Island), and the smaller islands of the Gulf of St. Lawrence. In 1710 Port Royal was again and finally given up, and in honour of the reigning Sovereign its name was changed to *Annapolis Royal*.

But though once more a British colony, it was, during the early period of the thirty years' peace, found difficult to reconcile its inhabitants to the fact—a circumstance scarcely to be wondered at, when the nature of its previous tenure and occupation is fairly considered.

Indian
warfare.

On the death of Queen Anne in 1714, Messrs. Cappon and Button were commissioned by Governor Nicholson to proceed to Minas, Chignecto, St. John River, Passamaquoddy, and Penobscot, to proclaim King George. The French refused to take the oaths of allegiance, and General Phillips, who became Governor of Nova Scotia in 1717, met with no better success. Despite the peace which then existed between the home governments, there were occasional outbreaks both in Acadia and Maine. Fortunately both for New England and for Nova Scotia, the Indians were growing tired of war and were disposed to treat for peace. Finally, a treaty was entered into between the representatives of the Penobscot, Norridgewock, St. John, and Cape Sable native tribes, at Boston in 1725, and afterwards ratified at Annapolis and Falmouth, by which the Indians engaged to abstain from further hostilities, and to acknowledge the Sovereignty of King George to the Province of Nova Scotia.

At the conclusion of the long peace between France and England there were only two garrisoned places in the province—Annapolis and Canso—and the garrisons in both were extremely weak. Louisburg, on Ile Royal, as Cape Breton was called, was a mighty fortress for that continent and that age, and was spoken of and written about as the 'Dunkirk of America.' It was determined to reduce it, and, for this purpose, 4,070

troops were enlisted in Boston in March 1745, and placed under the command of Generals Pepperell and Warren. Du Chambon, the French Governor, after a siege of forty-nine days, capitulated, and on June 17 the flag of England floated gaily over fort and town. One, and only one, further serious attempt was made by the French to drive the British out of Acadia. A great fleet of seventy sail, under command of the Duke D'Anville, was despatched from Brest to attack Louisbourg, Annapolis, and Boston, and a large body of Canadian Rangers was collected at Quebec to co-operate with the fleet. The fleet, however, was crippled by a storm, and the expedition failed in its object. Another, commanded by La Jonquière, one of D'Anville's officers, shared a similar fate. All subsequent events of a military or aggressive character on the part of the French only helped to betray their utter inability to recover either their *prestige* or their possessions. The power of France to achieve the reconquest of Louisbourg and Acadia had departed. The Treaty of Aix-la-Chapelle, which was signed October 18, 1748, brought the war to a close, and virtually ended the French political occupation of Acadia, as it had closed in old Canada. Notwithstanding this, Acadia, in 1749, continued to be as much a French colony as ever. The only difference between the situation of affairs then and what it was forty years before was that the English, instead of the French, were at the expense of maintaining a garrison, and that the former issued orders to the inhabitants which the latter very seldom chose to obey.

NOVA SCOTIA:

Fall of
Louisbourg,
June 17,
1745.

French
attacks.

Treaty of
Aix-la-
Chapelle.
A.D. 1748.

The British Period.

A.D. 1749 to 1880.

In the year following the passage of the Treaty of Aix-la-Chapelle, the Hon. Edward Cornwallis was appointed Captain-General and Governor-in-Chief of Nova Scotia, and in June 1749 arrived in Halifax harbour with some two thousand five hundred immigrants, mainly from England. This was the first distinctively British settlement within the present Province of Nova Scotia, which then held about 8,000 Acadians. Cornwallis left the

Immigra-
tion.

NOVA SCOTIA.

Province in 1752, and was succeeded by Governor Hopson.

Expulsion
of Acadians.

An expedition consisting of two thousand men, commanded by Lieut.-Col. Monckton, sailed from Boston, May 23, 1755, to attack and reduce Beauséjour (afterwards Fort Cumberland), the last fortress erected and occupied by the French in the country. Forts Baie Verte and Gaspereaux and the settlement of Beaubassin soon followed, and then the exile and the end of Acadie. Louisburg surrendered to Wolfe, Boscawen, and Amherst, in 1758, after a seven weeks' siege, and in 1759 England's sovereignty was supreme.

February
10, 1763.

On the conclusion of the Treaty of Paris and the Seven Years' War, a large number of Acadians settled on the Great and Little Miquelon Islands off the island of Newfoundland, where they built a town (St. Pierre), and established a valuable fishery. The great majority, however, finally took the oath of allegiance as British subjects, and returned, many of them, to their former homes, to the Acadie they loved so well. In 1766 settlements were commenced at Maugerville in Sunbury County. In 1775 the American colonies revolted, and the coast settlements were kept in a state of constant alarm by New England privateers, who plundered them all the way from Yarmouth to Annapolis. In 1783 Great Britain acknowledged their independence, and in the same year some 10,000 Loyalists were successfully settled in the province, and half as many more at Parr Town, now St. John, at the mouth of the St. John river, New Brunswick. During 1784 New Brunswick and Cape Breton were organised as separate provinces. The population of Nova Scotia at this time was 13,000, of which number Acadians formed one-fifth. Since then, for a period of one hundred years, the history of the province has been marked by many political changes. These are briefly noted in the preceding historical portion of this work. Among the most important of these changes was the establishment of responsible government in 1836, and the adoption and abrogation of Reciprocity with the United States, the former of which events took place in 1854 and the latter in 1870.

Settlement
of Loyalists

Physical Geography.

NOVA SCOTIA consists of the peninsula of Nova Scotia proper and the Island of Cape Breton, from which it is separated by the narrow Strait of Canso. It extends in a north-easterly and south-westerly direction, and is about 350 miles long and from 100 to 120 miles wide. It has a coast-line of about 1,200 miles, and embraces an area of 20,909 square miles, equal to nearly 14,000,000 acres. About one-fifth of its surface is covered with lakes and small rivers. The land reported as fit for tillage is estimated at 5,000,000 acres. The remainder, which is chiefly a sea-coast belt, is barren and rocky, and presents to a stranger visiting its shores a very rugged and in some parts a sterile appearance. The coast, however, affords a very imperfect idea of the interior. The best soil is found on the northern slope of the peninsula. The coast is everywhere indented with deep-water bays and harbours, which combine to make it one of the most charming summer cruising and yachting stations on the American continent.

NOVA SCOTIA.

Area.

Soil.

Being almost sea-girt, its bounds and landmarks are well defined. It is bounded on the north by Northumberland Strait, Prince Edward Island, and the Gulf of St. Lawrence. On the west and north-west by the Bay of Fundy and New Brunswick, on the east and south by the Atlantic Ocean.

The following is the list of Lieut.-Governors since Confederation:—

Lieutenant-Governors.

- 1867. Major-Gen. Sir C. Hastings Doyle, K.C.M.G.
- 1870. Sir Edward Kenny.
- 1873. Hon. Joseph Howe.
- 1873. Hon. A. G. Archibald, C.M.G., &c.
- 1883. Hon. H. M. Ritchey.

Being, as already stated, a peninsula, Nova Scotia has a climate greatly influenced by the salt water which all but surrounds it. The Gulf Stream, which sweeps along a few miles of its southern shore, exerts considerable influence on the temperature.

Climate.

The Province is also protected from the dry north winds of the St. Lawrence Valley and Quebec by an almost continuous belt of mountains or very high hills,

NOVA SCOTIA.

which stretch along its northern border. The extreme cold which is experienced in the interior and more northern portions of the Dominion and of the United States is seldom felt in Nova Scotia. This province may indeed, considering its comparatively limited extent, be said to afford a great variety of climate as well as of productions—the average temperature of Annapolis County being 8° higher than in the Cape Breton counties, and 6° warmer than in the State of Massachusetts. In the central portions the mercury seldom rises above 85° in the shade, and as rarely falls below zero in winter. The maximum salubrity of the climate is attested by the low rates of mortality and vital statistics of the province generally.

Geology.

The geology of Nova Scotia, as bearing upon the future mineralogical and manufacturing progress of the province, is a subject of the highest interest. Nova Scotia undoubtedly possesses the materials required for building up large mining and manufacturing industries. The various rock systems, according to Dr. Dawson, are distributed as follows:—

1. *Triassic strata*, occupying the Annapolis valley and the north shore of the Minas Basin.

2. *Carboniferous*, including five groups:—1. Upper coal measures. 2. True coal measures. 3. Millstone grit. 4. Lower carboniferous marine formation. 5. Lower coal measures.

3. *Devonian*.—These strata occur in Annapolis county, and contain very valuable beds of magnetic and hematite iron ores.

4. *Upper Silurian*, holding valuable deposits of bedded iron ores.

5. *Lower Silurian*, undefined.

Succeeding these strata come a vast depth of strata considered to embrace all the older measures typically developed in Canada proper. The true coal measures contain all the workable seams thus far opened in the province, and are estimated by Dr. Dawson to have an average thickness of 4,000 feet.

The areas covered by the various metalliferous or ore-bearing districts are thus estimated by Mr. Edwin Gilpin in his recently-published compendium:—

	Square miles	NOVA SCOTIA.
Gold district	3,000	
Associated granites	4,500	
Iron (thus far worked by two companies)	85	
Coal and carboniferous measures	5,000	
Devonian, lower and upper Silurian, or iron ore-bearing strata	6,000	
Total area	18,585	

The central watershed of Nova Scotia extends the whole length of the province, throwing streams to the north and south. The *South Mountains*, in Annapolis and King's counties, form a part of this central ridge. The *North Mountain* rises parallel with the Bay of Fundy, from Cape Blomidon to Digby Neck. The Cobequid Mountains extend through Cumberland and Colchester Counties from Cape Chignecto to the borders of Pictou. The northern part of Cape Breton, from Nigonish to St. Anne's is mountainous and much admired for its bold scenery.

The number and extent of its lakes invariably surprise the Old Country visitor. In the Atlantic coast counties the lakes are very numerous. Grand Lake is the largest of a chain of lakes in the basin of the Shubenacadie river. Lake George is the largest of the Tuskot group in Yarmouth county. Rossignol, in the western portion of Queen's County, and Lake Ainslie in Cape Breton, have fine scenery and good fishing. The rivers, owing to the peculiar configuration of the province, are short and of small volume. The largest are the St. Mary's, La Have, Annapolis, Avon, Liverpool, Shubenacadie, Wallace, Philip, and East river of Pictou, Minas Basin. The east arm of the Bay of Fundy is considered the most remarkable body of water in the province. The tides, which at the equinoxes rise sometimes to a height of 50 feet, rush in with great force and form what is called the *bore*.

The most important islands on the coast are Pictou, St. Paul's, Scatarie, Cariboo, Boularderie, Madame, Sable, Tancook, Cape Sable Island, Long Island, and Briar Island. Isle Madame, separated from Cape Breton by Lennox Passage, is sixteen miles long, and has a population of 6,000, chiefly engaged in fishing. Boularderie forms part of Victoria County, C.B., and

NOVA SCOTIA. contains about 1,300 inhabitants. Sable Island is situate about 100 miles south of Cape Breton.

Bays and
Capes.

The following are the principal coast waters of Nova Scotia :—On the Bay of Fundy—St. Mary's Bay, Grand Passage, Digby Gut, Annapolis Basin, Minas Basin, Cobequid Bay, Chignecto Bay, and Cumberland Basin. On Northumberland Strait—Baie Verte, Pugwash Harbour, Tatamagouche Harbour, Pictou Harbour, and Merigomish Harbour. On the Atlantic Peninsula coast, Chedabucto Bay, Milford Haven, Tor Bay, Sheet Harbour, Musquodoboit Harbour, Halifax Harbour, and Bedford Basin, Lunenburg Harbour, Mahone Bay, Shelburne Harbour, Port la Tour, and Argyle Bay. Nothing can well exceed the scenic attractions of many of these lovely waters. The principal capes are: Chignecto, Split, D'Or, Blomidon, Malagash, Jean Mabou, St. Lawrence, St. George, Egmont, Granby, Dauphine, Sambro Head, Breton, Baccaro, Sable and Fourchu.

Divisions.

Nova Scotia is geographically divided into Nova Scotia proper, and Cape Breton Island. A narrow strait, known as the Gut of Canso, alone separates them. It is further sub-divided for legislative and judicial purposes into eighteen counties, fourteen of which are in Nova Scotia proper :—

County	Chief Town	Population in 1881.
Annapolis . . .	Annapolis . . .	20,598
Antigonish . . .	Antigonish . . .	18,060
Colchester . . .	Truro . . .	26,721
Cumberland . . .	Amherst . . .	27,368
Digby . . .	Digby . . .	19,881
Guysborough . . .	Guysborough . . .	17,608
Halifax . . .	HALIFAX . . .	67,920
Hants . . .	Windsor . . .	23,360
King's . . .	Kentville . . .	23,470
Lunenburg . . .	Lunenburg . . .	28,583
Pictou . . .	Pictou . . .	35,536
Queen's . . .	Liverpool . . .	10,577
Shelburne . . .	Shelburne . . .	14,918
Yarmouth . . .	Yarmouth . . .	21,284
Total		355,884

And four in Cape Breton Island, viz.:—

County	Chief Town	Population in 1881.
Cape Breton . . .	Sydney . . .	31,262
Inverness . . .	Port Hood . . .	25,651
Richmond . . .	Arichat . . .	15,122
Victoria . . .	Baddeck . . .	12,470
		84,505
	Nova Scotia proper .	355,884
	Grand total	440,389

Productions, etc.

NEXT to her forest growth and wealth of wood, the fisheries of Nova Scotia constitute her most important interest. In 1879, the number of vessels employed was 715, number of boats 10,706, and number of men 27,610. The quantity of codfish caught was 576,101 cwt., valued at 2,448,429 dols.; of mackerel, 102,000 barrels, valued at 1,015,590 dols.; of haddock, 126,542 cwt., valued at 442,897 dols.; of herrings, 131,000 barrels, valued at 527,000 dols.; of lobsters, 3,182,276 cans, valued at 477,340 dols. Of fish oils, the quantity obtained was 357,030 gallons, of a value of 228,168 dols. The total value of the fisheries of this province for 1879 was 5,752,936 dols. For 1877 it amounted to nearly 7,500,000 dols., of this 4,157,193 dols. was exported as follows:—

Fisheries.

To Great Britain	\$465,264
„ United States	715,958
„ West Indies	2,865,386
„ Newfoundland	47,813
„ Other Countries	62,772

4,157,193

Of the amount shipped to Great Britain, by far the larger portion consisted of canned lobster. This is a lately developed and rapidly extending industry. Commenced in 1870, in four years it developed into a trade amounting to 5,600,000 pounds annually, since which time it has maintained its position as an important branch of trade. As many as 20,000 lobsters are reported to have been landed at St. Andrew's Point in a single day. The close season is now rigidly enforced.

Tinned
Lobsters.

NOVA SCOTIA.

The coast waters afford an ample supply of shellfish of every kind, such as oysters, scallops, clams, mussels, and quahaugs (pronounced 'cohogs'); while the rivers and lakes furnish splendid sport in the way of salmon trout and grayling. The little brook-trout is an excellent pan fish, while the sea-trout is especially delicious. Arichat, Petit de Gras, and D'Escousse in Richmond County, C.B., are important fishing-stations.

Minerals.

This province is especially remarkable for its minerals, more particularly for its deposits of coal, iron, and gold. These she holds in juxtaposition—a boon which Nature, lavish of her gifts, has conferred on few countries. The known productive coal-fields of the province occupy an area of nearly 700 square miles. In this department (mineralogy) Nova Scotia will be chiefly remembered by English visitors by the illustrative collection of specimens which were on view at the London Industrial Exhibition of 1862. Nova Scotia coal is wholly bituminous, no anthracite having as yet been met with. It may be divided into coking, fire-burning, and cannel. Coal-mines have long been extensively worked in Cape Breton and Pictou counties, and latterly in the county of Cumberland. The former date back indeed over 100 years. The coal obtained from the Sydney mines, C.B., is held in especial repute for grate-burning or domestic purposes, while its steam-producing properties are of a high order. The following analysis has been furnished by Mr. Henry How, Professor of Chemistry in King's College, Windsor, N.S. A considerable proportion of the quantity raised goes into domestic consumption. The chief exports are to the United States and to the Dominion Provinces and Newfoundland. The total coal produce for 1876 was 709,646 tons. The produce of the gold-mines in the same year was 12,039 oz.; of iron ore, 15,274 tons; of gypsum, 80,920. Valuable deposits of high-class iron ore are found in different parts of the province, which of late have attracted the attention of capitalists, who are erecting furnaces with a view to extensive manufacturing operations. Some valuable notes on the minerals of Nova Scotia, from the pen of John Rutherford, Esq., M.E., of Halifax, will be found in the Appendix (p. 265).

Coal.**Gold.****Iron.**

COMPOSITION OF ASH OF THE SYDNEY COAL.

NOVA SCOTIA.

Sand and clay	.	.	.	.	.	.	29.57
Peroxide of iron	.	.	.	.	.	.	51.33
Alumina	.	.	.	.	.	.	4.84
Sulphate of lime	.	.	.	.	.	.	10.98
Lime	.	.	.	.	.	.	3.05
Magnesia	.	.	.	.	.	.	} 0.23
Phosphoric acid, decided traces	.	.	.	.	.	.	
Manganese, traces	.	.	.	.	.	.	
Chlorine, traces	.	.	.	.	.	.	
							100.00

GAS RETURNS.

By Mr. G. Buist, Manager of Halifax Gas Works.

Coal gas.

Gas (average of four tests) per	
ton of 2,240 lbs.	8,200 cubic feet.
Coke, ditto	1,295 lbs., of good quality.
Illuminating power of gas	
(average of six tests)	8 candles.

The ash has about the average composition of that of bituminous coals.

'I conclude,' says Mr. How, 'that the Sydney coal fully merits the very high esteem in which it has been so long held for domestic use; and I am inclined to think its sulphur has been over-rated by repute.' The coal-fields of Pictou have been pronounced by mining engineers to be the most extraordinary carboniferous deposits in the world. The seams already opened in the leased areas of the Sydney District are said to contain over 212,000,000 tons. Mining operations were first commenced by the French more than a century ago; there are now twenty mines in full or partial operation; and in Cumberland and Pictou counties, in Nova Scotia proper, there are half as many more.

Extent of
coal-beds.

Of the Pictou Coal-field, Mr. Rutherford remarks, 'though not so extensive as the Sydney and Cumberland areas, is of great capacity as regards yield by reason of the great thickness of its seams.' The following list embraces all the mines now being worked, with their yield in 1877, so far as can be reliably ascertained:—

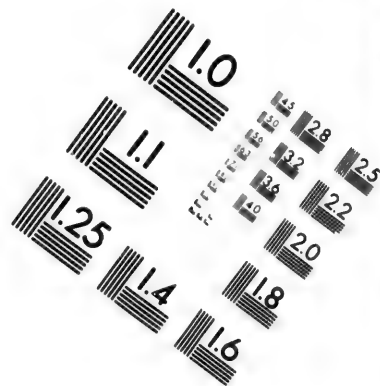
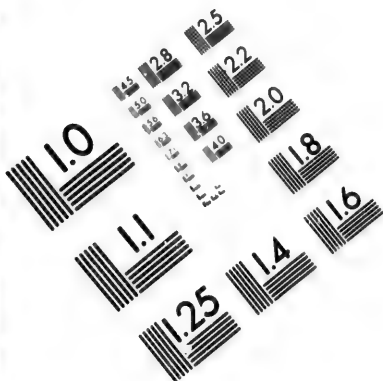
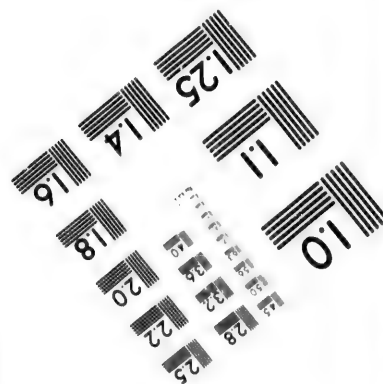
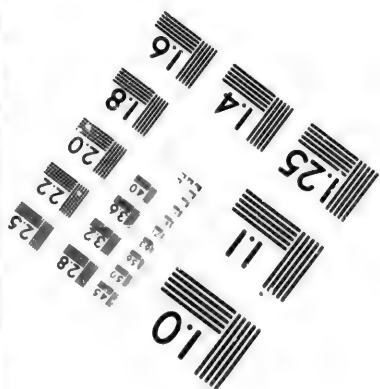
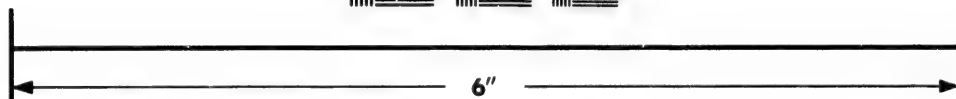
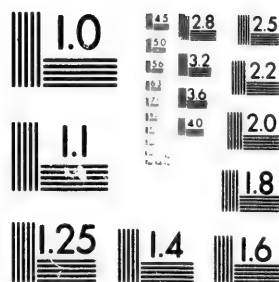


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12

NOVA SCOTIA.

Coal mines.

Collieries	Seams	Produce in 1877
CUMBERLAND COUNTY, N.S.		
Cumberland	Cumberland	1,432
Joggins	Joggins	10,223
Scotia	North	1,213
Seaman	—	530
Spring Hill	—	93,606
PICTOU COUNTY, N.S.		
Acadia	Acadia	63,101
Albion Mines*	Deep	20,792
	Main	95,243
Intercolonial	Acadia	57,827
Nova Scotia	Acadia	27,001
Vale	McBean	42,513
CAPE BRETON COUNTY, C.B.		
Block-house	Block-house	61,938
Caledonia	Phelan	26,197
Collins	Collins	7,768
Emery	Emery	—
Gardener	Lorway	3,540 ?
Glace Bay	Harbor	36,295
Gowrie	McAulay	28,154
International	Harbor	18,346
Lingan	Lingan	21,054
McInnes and Le Cras	—	10
Ontario	Phelan	13,391
Reserve	Phelan	—
Schooner Pond	—	—
South Head	—	363
Sidney Mines	Main	109,098
Victoria	Ross	14,262
INVERNESS COUNTY, C.B.		
Broad Cove	—	706
Port Hood	—	366
VICTORIA COUNTY, C.B.		
New Campbellton	—	2,527
		757,496

* These valuable mines are at Stellarton on the Pictou branch of the Inter-colonial Railway, three miles from New Glasgow, and 100 N.E. of Halifax. The Foord Shaft of the mine was the scene of the late casualty by which many lives were lost.

The following table illustrates the progress made in the coal production of Nova Scotia from 1827 (the year in which the General Mining Association commenced operations) to 1880, inclusive:—

NOVA SCOTIA.

Increase of coal trade.

	Tons
1827 to 1830	51,172
1831 to 1840	808,145
1841 to 1850	1,415,385
1851 to 1860	2,292,805
1861 to 1870	5,092,587
1871 to 1879	7,911,331
1880	1,096,183

Grand Total . . . 18,667,628

The following summary exhibits the extent of the mineral production of Nova Scotia during 1879:—

Summary of mineral produce.

Gold	13,801	Ounces
Coal	788,273	Tons
Iron Ore	29,889	"
Gypsum	95,126	"
Limestone	9,444	"
Manganese Ore	145	"
Coke made	9,646	"
Building Stone	5,562	"
Barytes	480	"
Fireclay	50	"
Grindstones, &c.	1,675	"

The most noticeable feature in the coal trade for the past year has been the marked increase in the sales to Quebec and Ontario, and the still more marked decline in export to the United States.

Next to coal the most important mining industry of this province is that of gold. The first mine (the Tangier) was opened in 1860-61, and operations have been conducted, with more or less activity, during a period of twenty years. Nova Scotia gold, like that of California and Australia and other countries, is an alloy in which silver forms the chief impurity. 'The distinctive features of the gold leads of Nova Scotia,' writes Dr. T. Sterry Hunt, 'are their general conformability with the slate and quartzite beds and their regularity, suggesting that they are rather beds than veins. But there are characters that point to their being true veins in spite of these features, and they are the following:—

1. The roughness of the planes of contact between

Gold.

NOVA SCOTIA.**Gold ore.**

quartz and slate and quartzite; 2, the crushed state of the slate or gongue on some foot-walks; 3, the irregularity of their mineral contents; 4, the terminations of the leads; 5, the effects of contemporary dislocations; 6, and the influence of stringers and off-shoots on the richness of the leads. These are characters that singly or collectively it would be difficult to account for associated with a stratified deposit. So far as my present observation goes, I think that to describe the gold lodes otherwise than as interstratified beds would be to give a false notion of their geognostic relations. The laminated structure of many of the lodes, and the intercalation between their layers of thin continuous films or layers of argillite can hardly be explained in any other way than by supposing these bodies to have been formed by successive deposition at what was at the time the surface of the earth.'

'The extent of the formation in which the auriferous rock is found,' writes Mr. Rutherford, 'may be said to cover almost the entire length of the Southern coast of Nova Scotia. The width inland is, roughly speaking, from twenty to forty miles.'

Principal gold mines.

The principal gold-mining districts are situated in the counties of Halifax, Guysborough, Victoria, and Hants, and are named as follows:—Tangier, Waverley, Oldham, Musquodoboit, and Lawrencetown in Halifax County; Sherbrooke, Wine Harbour, and Stormont in Guysborough; Renfrew in Hants, and the rest in Victoria. Claims have also recently been opened in Queen's County. Goldenville, three miles from Sherbrooke, is said to be one of the richest fields in the province. Halifax is the gold centre of the province.

Production of gold.

The mines reached their highest yield in 1867, when upwards of 1,000 men were engaged in their operation. Since that time the amount produced has been steadily on the decline, until the year 1879, which has been marked by increased activity. The following tables show the number of mines open, men at work, the yield from year to year, and the fluctuations, and total production for a period of eighteen years:—

NOVA SCOTIA.

Gold
statistics.

Year	Total ounces of Gold extracted			Quartz Crushed	Yield per Ton of 2,000 lbs.			Total days' Labour	Average earnings per man per day and year, at 300 working days, \$18 per oz.	
	Oz.	Dwt.	Gr.	Tons	Oz.	Dwt.	Gr.		A Day	A Year
1862	7,375	0	0	6,473	1	2	11	156,000	\$83	\$249
1863	14,001	14	17	17,002	16	11		273,624	.92	276
1864	30,022	18	13	21,434	18	16		252,720	1.42	426
1865	26,454	4	8	24,423	1	0	20	212,966	2.15	645
1866	25,204	13	2	32,161	15	2		211,796	2.14	642
1867	27,314	11	11	31,886	17	9		218,894	2.24	672
1868	20,541	8	10	32,262	12	17		241,462	1.53	459
1869	17,868	0	19	35,147	10	4		210,988	1.52	456
1870	19,866	5	6	30,829	12	21		173,680	2.05	615
1871	19,227	7	4	30,791	12	11		162,994	2.12	636
1872	12,094	17	6	17,093	15	7		112,476	2.09	627
1873	11,852	7	19	17,708	13	9		93,470	2.28	684
1874	9,140	13	9	13,844	13	5		77,246	2.12	636
1875	11,208	14	19	14,810	15	4		91,698	2.20	660
1876	12,038	13	18	15,490	15	13		111,304	1.94	582
1877	16,882	6	1	17,869	19	10		123,565	2.46	738
1878	12,577	1	22	17,990	13	23		110,422	2.05	615
1879	13,801	8	10	16,936	—	—		92,002	—	—
1880	13,234	0	4	—	—	—		—	—	—
1881	10,750	13	2	—	—	—		—	—	—
1882	14,107	3	20	—	—	—		—	—	—
	335,464	2	3	392,148				2,927,257		

Alluvial gold-mining has not been thus far carried on in Nova Scotia to any great extent.

The Montague mines, seven miles east of Halifax city, will well repay a visit. The total value of their gold-yield since 1861 is estimated at 6,000,000 dols., or about 1,200,000%. The manager of the Rose Gold-Mining Company at Montague is announced to have recently brought to Halifax a bar of gold weighing 800 ounces, and valued at 16,000 dollars. Its production had occupied fourteen men for six weeks. The profit to the company on it would be over 14,500 dols.

The
Montague
mines.

Iron.—Iron ore, though known to exist in one form or another in every part of the province, has thus far been little worked. There are but two mines in actual operation. These are the 'Acadia' at Londonderry in Colchester county, owned by the Steel Company of Canada, and the works of the New York and Nova Scotia Iron and Coal-Mining Company at Clementsport, Annapolis county. The former mine and works were visited by the Governor-General, Aug. 16, 1880, in his

Iron.

NOVA SCOTIA.

Gold
statistics.

GENERAL STATEMENT OF THE WORKING OF THE NOVA SCOTIA GOLD MINES FOR THE YEAR 1879.

Showing the number of Mines now at work, days' labour performed, quantity of Quartz, &c., crushed, yield of Gold, &c.

Districts	Number of Mines	Days' Labour	Mills employed	Steam Power	Water Power	Quartz, &c., Crushed	Yield per Ton	Maximum yield per Ton	Total yield of Gold	Average yield per man per day for twelve months, at \$18.00 per oz.
Caribou	5	7,648	3	3	—	781	0 17 7	4 0 21	676 1 21	1.60
Gay's River	1	1,031	1	—	1	100	0 8 4	0 15 5	41 0 1	.71
Montague	2	4,483	3	3	—	485	3 3 0	6 13 6	1,527 10 20	6.13
Oldham	2	5,322	2	1	1	1,787	0 17 22	11 2 20	1,600 17 0	5.41
Renfrew	1	734	1	—	1	419	0 5 0	0 12 9	104 1 20	2.64
Sherbrooke	16	44,965	7	4	3	9,209	0 16 1	17 12 0	7,389 17 15	2.97
Stormont	1	3,447	—	—	3	124	1 11 6	2 1 21	198 15 0	1.03
Tangier	4	9,267	3	1	2	1,454	0 10 6	3 0 0	857 7 12	1.66
Uniacke	3	7,775	2	2	—	744	1 1 4	3 5 16	787 18 0	1.82
Waverley	2	2,922	2	1	1	442	0 5 7	1 8 0	116 11 1	.71
Wine Harbour	1	3,166	2	1	1	424	1 0 0	9 5 0	427 5 6	2.40
Unproclaimed, &c.	2	1,242	2	—	2	57	1 6 0	19 18 21	74 2 22	1.00
	40	92,002	28	16	12	15,936	0 17 8	19 18 21	13,801 8 10	2.34

recent visit to and through the province. The amount produced in 1879 was 29,889 tons of iron ore, and 2,444 tons of ankerite. The average daily force employed is 177 men. In reference to the more phosphoric ores of the province, it may be remarked that they promise to become workable by the Thomas Gilchrist process, as by this method pig iron holding 1·4 phosphorus and 1·4 of silicon, and nearly 2·0 phosphorus and 1·0 of silicon, has given a satisfactory product in Germany, and the process appears to be considered practically workable in England.

NOVA SCOTIA.

Phosphoric iron.

The total number of persons at present engaged in the various mining industries of Nova Scotia may be stated in round numbers at 6,000, divided as follows:—

Miners.

Coal	.	.	.	.	.	.	.	.	.	3,000
Gold	.	.	.	.	.	.	.	.	.	3,034
Iron	.	.	.	.	.	.	.	.	.	117

6,151

'The development of our iron ores and coal,' writes Mr. John Rutherford, M.E., 'must form an important page in the future history of the province.' *Lead* (galena) has been found at Lower Gray's River, one mile in Shubenacadie station, on the Intercolonial Railway. No copper mines have yet been systematically worked. Superior building stone is found throughout the province. Manganese is also worked. Splendid varieties of agate are found on the shores of the Bay of Fundy, and amateur geologists will there find an extensive and remunerative field for the prosecution of their researches and studies. Mineral waters are found in Halifax, Pictou, Shelburne, and Hants counties.

Lead.

Stones, &c.

The productions of Nova Scotia, as already shown, are mainly those of the sea, the mine, and the forest. Pines, spruce, hemlock, beech, and birch are among the best-known woods. It is not in any sense an agricultural country, and so long as there is an acre of uninhabited or uncultivated prairie-land left in the Dominion it is not likely to become so. The soil in many parts, however, is very fertile, and in some of the interior counties (Hants, King's, and Annapolis especially) fine crops are raised. The best soil for farming purposes is on the northern slope. The agricultural

Timber, &c.

Agriculture.

NOVA SCOTIA.

Analyses of
iron ores.

The following Analyses of the Iron Ores of Nova Scotia will be found useful to Investors and Inquirers.

CONSTITUENTS	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.
Oxides of Iron . . .	75.67	65.26	52.30	60.71	92.01	97.52	85.01	81.90	88.92	93.09	84.54
" " Manganese . . .	.52	trace.	.15	.18	2.16	—	.38	.06	.78	1.10	.76
Alumina . . .	.45	5.59	undd.	undd.	.21	—	.69	1.02	.71	—	.19
Lime . . .	2.44	1.88	undd.	undd.	1.27	—	.49	.32	1.44	—	.91
Magnesia . . .	.98	1.05	undd.	undd.	.43	—	.19	.05	.82	—	.43
Silica . . .	19.43	23.68	undd.	29.97	3.68	3.20	2.14	5.84	2.14	4.80	2.22
Iron Pyrites . . .	—	—	undd.	undd.	—	.06	—	—	—	.04	undd.
(Sulphur) . . .	.29	—	.34	.09	.16	(.003)	.05	.04	.24	.002	—
Phosphoric Acid . . .	.22	—	.19	.63	.08	—	trace.	.99	.34	—	—
(Phosphorus) . . .	(.10)	—	(.08)	(.26)	(.04)	—	—	(.43)	(.14)	—	—
Water . . .	—	—	1.98	undd.	—	—	11.13	9.46	4.61	—	11.41
Loss on Ignition . . .	—	2.54	—	—	—	—	—	.25	—	—	.45
Metallic Iron . . .	100.00	100.00	—	—	100.00	100.78	100.08	92.93	100.00	99.94	100.00
	54.36	43.4	36.61	42.50	64.41	68.33	59.50	57.71	62.24	65.2	59.17

In Pictou County.

- I., II.—Red Hematite, East River.
 III.—" " Webster Vein.
 IV.—" " Blanchard Vein.
 V., VI.—Specular Ore, McDonald's, East River.

- VII., IX., X., XI.—Limonite, Fraser Saddlers', East River.
 VIII.—Limonite, Cullen's, East River.

In Colchester County.

- XII.—Limonite, Ross' Farm, Londonderry.

NOVA SCOTIA.

Analysis of
iron ores.

XII.	XIII.	XIV.	XV.	XVI.	XVII.	XVIII.	XIX.	XX.	XXI.	XXII.	XXIII.	CONSTITUENTS
84.73	69.86	83.79	83.29	82.65	81.78	83.13	79.68	96.93	86.21	50.14	69.17	Oxides of Iron
.23	2.25	2.05	.41	.25	.21	.72	2.51	trace.	—	24.74	undd.	" Manganese
.23	trace.	1.16	trace.	.56	.86	.66	.63	.33	—	3.68	undd.	Alumina
.14	11.70	.52	.39	.15	.52	.88	.57	.04	—	.35	undd.	Lime
.14	.42	.62	.25	.10	.12	.25	.34	.11	1.22	4.76	undd.	Magnesia
2.67	.07	.52	4.13	4.79	5.37	1.93	3.05	1.26	9.04	4.81	18.94	Silica
—	—	.75	.02	—	trace.	—	—	—	—	.20	—	Iron Pyrites
.004	.016	(.04)	(.001)	(.008)	—	.016	(.004)	—	trace.	(.08)	(.05)	(Sulphur)
.19	—	trace.	.32	.38	.14	.86	.44	.007	—	.21	1.82	Phosphoric Acid
(.08)	—	—	(.13)	(.166)	(.06)	(.37)	(.19)	(.003)	trace.	(.09)	(.79)	(Phosphorus)
11.40	7.07	11.25	11.21	10.82	10.68	11.53	12.43	.82	1.53	11.06	—	Water
—	9.20	—	—	—	—	—	—	—	—	.05	—	Loss on Ignition
99.74	100.61	99.98	100.00	99.72	99.68	99.98	99.66	99.49	100.00	100.00	—	Metallic Iron
59.31	48.92	58.68	58.30	57.85	57.25	58.27	55.17	67.85	61.39	35.10	50.09	

XIII.—Limonite, P. Totten's, Londonderry.

XIV.—" Folly Mountain, "

XV.—" Martin's Brook, "

XVI.—" Cumberland Br., "

XVII.—" " North Vein, London-

derry.

XIX.—Limonite, Cumberland Brook, South Vein, Londonderry.

XX.—Specular, Cook's Brook, Londonderry.

XXI.—Red Hematite, Big Pond, Cape Breton.

XXII.—Limonite, Goshen Hills, Hants County.

XXIII.—Nictaux Ore.

NOVA SCOTIA.

terests of the province are superintended by a Central Board of Agriculture, now in its twentieth year of operation. There are 80 agricultural societies, with 4,130 members, the number having increased from 37 with a membership in 1864 of 1,744. The total grant in aid of these societies in 1878 was 6,478 dols.

Fruit.

Annapolis county is fully entitled to precedence as the best general farming and fruit-growing district of the province. The Annapolis valley proper presents such a picture as is found nowhere else except in Devon, Kent, or some of the southern counties of England. In this charming valley, sheltered from the rude cold winds by the north-western mountains, and consequently favoured with a higher temperature than any other part of the province, Indian corn ripens and fruits grow in perfection. The Annapolis orchards are famous throughout the Atlantic sea-board. Both soil and climate are adapted to the growth of apples. At the Truro exhibition of October 1878, no less than thirty-five single varieties were shown; among them the nonpareil, ribston pippins, golden russets, pomme-grise, bishop pippins, northern spy, greenings, harvey delawares, chebucto beauties, newtown pippins, baldwins, spitzenbergs, and yellow bellefleurs. Peaches, pears, plums, grapes, and melons are grown in the open air. All the small fruits, such as currants, gooseberries, strawberries, raspberries, blackberries, blueberries, huckleberries, cranberries, &c., are very abundant,

Hops.

both in a wild state and cultivated. Hops may be profitably raised, as the climate is well adapted for the growth of the plant, and the dry, warm climate of some of the western counties would ensure the early ripening of the blossoms. A few English hop-growers would do well, as there is a steady home market for the article. Cumberland county is noted for its hay crop. Antigonish county, in the eastern part of the province, is a good grazing district, and large droves of horned cattle are raised there for the Newfoundland market. This branch of industry might be profitably extended, Halifax offering every facility for shipment. Yarmouth county is famed for its 'pogies' (potatoes). Peat abounds in King's county, and will in time, no doubt, be largely cut and used for fuel. The marble and limestone deposits of Cape Breton are worthy the attention of investors. They

Building
stone.

are situated at North Mountain on the West Bay of the Bras d'Or Lake, and are pronounced by Mr. Hugh Fletcher the 'most valuable deposits yet developed in Nova Scotia.' Quarries of limestone have been opened at Catalogne, L'Ardoise, Salmon Creek, McNab Cove, and other places. Of the marble in its several varieties Professor How reports: 'While somewhat similar to the Vermont and New York marbles, it is tougher, and takes a much sharper cutting. The facilities for mining, draining, and shipment are excellent.'

NOVA SCOTIA.

Marble.

Oil is stated to have been discovered in Cape Breton in large quantities, and a Halifax Company is already formed to assist in its working. From the sap of the rock-maple, sugar and syrup are produced in considerable quantities. Both have a delicious flavour. The season for collecting the sap is March, when the trees are tapped by boring them with an auger a foot or two from the ground, and allowing the sap to run into troughs. When a sufficient quantity is collected, it is boiled down in large pots, or cauldrons, and sugar is made by a simple process known to all Nova Scotian and New England farmers.

Oils.

Maple
sugar, &c.

Manufactures, Trade, etc.

THE intelligent and observant visitor to Nova Scotia cannot fail to be struck with the great natural advantages which this province enjoys for manufacturing on a large scale. Advantages, which other countries possess to a much smaller extent, have been utilised, while those of Nova Scotia have been either despised or neglected. Partly from this apathy and indifference, and partly by reason of the unjustly discriminating tariff regulations of her southern neighbours, her great privileges have remained unimproved. She is possessed of all the great requisites for becoming an important manufacturing centre. A climate at once bracing and healthy, coal and iron in abundance, numerous excellent harbours, a position at once central and commanding—half-way between the great bread-producing prairies of the North-West and the combined markets of Great Britain and Europe. Possessed of such transcendent advantages, her present manufac-

Manufac-
tures.

NOVA SCOTIA.

**Ships and
ship-
building.**

turing industries are capable of almost limitless expansion. 'I know of no part of the globe,' says a late writer, 'so well adapted by Nature as Nova Scotia to become a manufacturing centre.'

Nova Scotia owns more shipping in proportion to her population than any other country in the world. In her list of ports Yarmouth ranks first in the amount of tonnage owned by her shippers; Halifax coming second. At the close of 1878 the registry books showed a total of 2,975 craft of all kinds owned in the Province, with a carrying capacity of 552,159 tons, distributed as follows:—

Name of Port	Vessels	Tons
Amherst	14	5,737
Annapolis	77	22,769
Arichat	124	6,034
Barrington	30	1,796
Baddeck	9	581
Digby	163	17,579
Guysboro'	41	2,309
Halifax	1,001	98,149
Liverpool	106	10,565
Londonderry	6	2,726
Lunenburg	219	14,794
Maitland	14	36,328
Pugwash	16	1,051
Parrsboro'	76	10,961
Pictou	99	31,405
Port Hawkesbury	39	1,922
Port Medway	28	1,468
Sydney	98	6,912
Shelburne	129	13,625
Truro	4	1,649
Windsor	195	97,813
Weymouth	23	5,911
Yarmouth	437	160,075
Total	2,975	552,159

During 1879 the total number of new vessels built was 126, with an aggregate tonnage of 39,208.

Exports.

'The total Exports of Produce, for 1877, amounted to \$7,425,723, of which \$5,538,402 worth were the produce of the sea, the forest, and the mine, as follows:—

NOVA SCOTIA.**FISH:**

Great Britain (mostly lobsters, canned)	\$465,264
United States (mostly pickled fish in barrels, mackerel, salmon, and herrings)	715,958
Newfoundland (codfish)	47,513
West Indies	2,865,383
Balance to other countries	62,772
	\$4,157,193
FOREST PRODUCE	1,009,209
MINERALS	372,000

The business of the Crown Lands Department is administered by the Commissioner of Crown Lands, to whom, or to one or other of whose deputies, application should, in all cases, be made by intending purchasers. The price per 100 acres is 44 dols. (8*l.* 16*s.*) The customary fees are—for search, 20 cents; for copy of plan, 50 cents. A copy of the law relating to Crown lands (Chap. II., Revised Statutes) may be had free on application at the office of Crown Lands, Halifax, N.S. The cost of survey is defrayed by the Government.

Public
lands.

Should the settler select a lot of land covered with hard wood, with easy conveyance for the same to market, the labour of clearing his land (which, to use the mildest form of expression, is simply herculean), may be made to pay, because he could dispose of his wood at from 8*s.* to 10*s.* sterling per cord, according to the locality and season. Other lands are best left unoccupied, as they will not repay the time and labour expended on them. We repeat that Nova Scotia holds out no inducements for the settlement of its wild lands, and has, therefore, for many years past, prudently abstained from encouraging agricultural immigration.

Notwithstanding the fact that Nova Scotia has long since ceased to encourage the immigration of European farmers to the province, the settlement of the soil has not wholly ceased. In 1875 there remained 2,532,288 acres of ungranted or Crown land in the province. Since then nearly 250,000 acres have been disposed of, leaving nearly 2½ millions of acres still for sale at an average price of 44 dols. per 100 acres, or 44 cents or 1*s.* 10*d.* an acre. During the year ending December 31,

Area.

Price.

NOVA SCOTIA. 1879, 285 grants, covering 45,053½ acres, were made in eighteen counties. The amount received as the proceeds of these Crown lands, during the same period, amounted to 10,446 dols. 84 cents, distributed as follows:—

Crown
Lands
revenue.

Return showing the amount of Moneys paid into the Provincial Treasury for Crown Lands, by the several Counties, during 1879.

	\$
Annapolis	88 00
Colchester	820 68
Cumberland	1,126 61
Digby	131 80
Guysboro'	1,342 67
Halifax	1,267 56
Hants	142 32
Lunenburg	114 40
Pictou	1,375 22
Queens	356 00
Shelburne	44 00
Yarmouth	122 88
Total in Nova Scotia Proper*	6,932 14
Cape Breton	860 59
Inverness	1,129 38
Richmond	829 15
Victoria	695 58
	3,514 70
Grand total	10,446 84
The receipts in 1877 were	7,825 97
" " " 1878 "	7,001 88

Govern-
ment.

The responsibilities of government are divided in Nova Scotia, as in other confederated provinces, between the General or Dominion and Provincial authorities. She sends twenty-one members to the Ottawa Parliament, two each from Halifax and Cape Breton counties, and one each from the remaining sixteen. The Provincial executive or Local Government is precisely similar to that of the other provinces.

There is a Lieutenant-Governor appointed by the Governor-General in Council, and an Executive Council of nine, chosen from the members of the Legislature. This includes the heads of the various departments, viz., the Treasurer, Secretary, Attorney-General, and the Commissioners of Works and Mines and Crown Lands. A

* Antigonish and King's counties are unrepresented.

Legislative Council or Upper House, of twenty-one members, appointed by the Governor, and the House of Assembly or Lower House, of thirty-eight members, elected every fourth year by the people, form the Legislature.

NOVA SCOTIA.

The Members of the Executive and Legislative Councils are Justices of the Peace throughout the Province, so long as they belong to either branch.

The population in 1871 was 387,800. It is now about 440,500, and increasing under the laws of natural increase, there being little immigration for purposes of settlement. Nearly three-fourths of the population are Protestants, and the remaining fourth Roman Catholic. Immigration to and within Nova Scotia is now almost entirely *in transitu* to the North-Western provinces and to the Western States of the American Union. In November 1879 the arrivals were 990, eight-tenths of whom were farm and general labourers and female domestic servants. Mr. H. P. Clay at Halifax is the acting agent.

Population.

Immigration.

The public schools are sustained by provincial endowment, county and district assessment, and are free to all children over five years of age. There are five colleges, viz.:—Dalhousie, belonging to the province; King's, to the Episcopalians; Acadia, to the Baptists; and St. Mary's and St. Francis Xavier, to the Roman Catholics.

Education, &c.

The Free School System prevails in this province. At the close of 1878 there were 1,673 school sections with 2,915 schools, and 101,538 registered pupils. The cost is thus stated:—

2,000 teachers, paid	721,898
Of which the Government grant (local)	\$208,114
The balance by assessment	513,784
	721,898
Government (Nova Scotia local) grant	208,114
Subdivided: Public Schools	182,214
Colleges and Normal School	25,900
	208,114

The Temperance movement has gained a firm footing in this Province, and at the close of 1879 the various temperance organisations had an approximated

Temperance Societies.

NOVA SCOTIA. enrolled membership of 44,700, the numerically strongest being the 'Sons' and the 'Blue Ribbons' clubs.

Indians.

The Indians of Nova Scotia belong to the Micmac tribe. They number 2,122, and are pretty evenly distributed throughout the province; Pictou and Cape Breton counties having the largest number of them. There are two reserves for them in Cape Breton county, near Sydney.

Railways.

The consolidated railway system of this province embraces the following lines:—

	Miles
Windsor and Annapolis	Halifax to Annapolis 129*
Western Counties	Digby to Yarmouth 67
Eastern Counties	New Glasgow to Antigonish 60
Intercolonial	Halifax to Aulac, N.B. 144†
"	Truro to Pictou 52
Total	452

The Intercolonial line is admirably built and equipped throughout its entire length, with comfortable hotels

* At Annapolis a steamer connects with the Windsor and Annapolis Railway for Digby and St. John, N.B., and thence by rail or steamer to all parts of New Brunswick, the United States and the Upper Provinces.

† The Intercolonial Railway connects at Pictou (during the navigable season) with Prince Edward Island Steam Navigation Company's steamers for Port Hood, Charlottetown, Georgetown, Summerside, and Shediac; also at St. John, by rail and steamers, with all parts of the Upper Provinces and the United States. This fine road which was opened July 3, 1876, embraces 730 miles of main line and branches, connecting Halifax with St. John, N.B., and with almost every important town in Nova Scotia, New Brunswick, and Prince Edward Island. The following sections and mileage are comprised in its operation:—

Rivière-du-Loup to Rimouski, Quebec	66
Rimouski to Campbellton, New Brunswick	123
Campbellton to Bathurst " "	63
Bathurst to Miramichi " "	44
Chatham Branch " "	9
Miramichi to Moncton " "	78
Moncton to Point du Chêne " "	19
Moncton to St. John " "	89
Moncton to Amherst, Nova Scotia	49
Amherst to Truro " "	77
Truro to Halifax " "	61
Truro to Pictou " "	52

and refreshment stations at way-stations, and affords views in many of its numerous divisions and sections of unsurpassed beauty and grandeur. It affords through communication between Nova Scotia and the neighbouring provinces of New Brunswick, Quebec, and Ontario.

NOVA SCOTIA.

There are also ample means and facilities of communication by steamer and stage coach with every portion of the province which the tourist may desire to visit. The departures from Halifax are as follows:—

Steamer
and coach
routes.

To Tangier (Mines), Beaver Harbour, and Salmon River, 84 miles, by stage every Monday, Wednesday, and Friday.

To Musquodoboit, *via* Shubenacadie, Tuesday, Thursday, and Saturday, &c.

To Sherbrooke, Goldenville, Antigonish, Guysboro', *via* New Glasgow, daily.

To Sydney Mines, *via* North Sydney, 12 miles, daily.

To Liverpool, *via* Annapolis, 68 miles by stage, daily.

To Yarmouth, *via* Annapolis, Clementsport, and Digby, 88 miles, by stage, daily.

STEAMERS.—To Annapolis by western shore, daily.

To Newfoundland (St. John's) fortnightly by Royal Mail ('Allan') steamers, and triweekly by 'Cromwell' Line steamers.

To Portland (Maine) and Boston (Mass.), weekly.

To Bermuda, West Indies, and South America ('Cunard' Line), monthly.

To Great Britain ('Allan' Line), fortnightly.

The Western Union Telegraph Company own or operate on lease all the telegraph lines in the United States and the Maritime Provinces, from Port Hood to San Francisco, and connecting *via* Atlantic Cable and Northern line with all the telegraphs in the world. They have—

Telegraph
lines.

Miles of wire in Nova Scotia	2,400
The Dominion Telegraph Company operate	1,200

Total 3,600

Sport, Game, etc.

It is no disparagement to other portions of the New Dominion to say that Nova Scotia is a sort of sportsman's paradise, there being excellent hunting, shooting, and fishing in almost every county. 'As a game country,' says Mr. Charles Hallock, in his 'Fishing Tourist,' 'it is unsurpassed. Large portions are still a

NOVA SCOTIA.

Sport.

Annapolis
valley.

primitive wilderness, and in the least accessible forests the stately moose and cariboo are scarcely molested by the hunter. Cumberland county has been pronounced 'one of the finest moose-hunting grounds in the world.' This animal resembles the reindeer of Europe. Nearly every stream abounds in trout, and although civilisation, with its dams and mills, had nearly exterminated the salmon at one time, the efforts of the Canadian Government since 1868 have so far restored the streams that this royal fish may also be taken in nearly all its old haunts. The salmon rivers are short, only a few miles apart, and readily accessible from Halifax. Sea-trout begin to run up them towards the end of June. Shelburne, Queen's, and Lunenburg counties—'the lake region'—afford, perhaps, on the whole, the best sport for the angler. There is also capital salmon and trout fishing to be had among the mountains of Cape Breton county, and on the Margaree river in Inverness. The scenery around Lunenburg, the county seat of Lunenburg county, and in the neighbourhood of Chester and Mahone Bay, is picturesque. Annapolis, so desirable in other respects, also offers attractions to the sportsman. Woodcock, snipe, duck, and plover shooting are first-rate. The close time for woodcock, snipe, blue-winged duck or teal, is from March 1 to August 1. Officers in either of H.M.'s services are exempt from the licence fee when subscribing members of the 'Game and Inland Fishery Protection Society, of Nova Scotia.' The game laws of the province should be rigidly observed. Moose, deer, hares, and foxes afford good sport in certain seasons. Digby, situate at the foot of the Annapolis basin, and readily reached by the Annapolis and St. John steamers, commands some really fine scenery, much patronised by New Brunswickers. Judge Thomas C. Haliburton and General Fenwick Williams (of Kars) are both natives of the Annapolis Valley, the former having been born at Windsor, the latter at Annapolis Royal. Hillsborough, nine miles east of Digby, lying on both banks of Bear River, and sentinelled by high hills, is the centre of a large trade in lumber and herrings, the product of the Annapolis Basin. Clements-port, one of the oldest settlements in the province, is close by. Along the shores of St. Mary's Bay, south of Wey-

NOVA SCOTIA.

Points of
interest.

month, a pretty village at the mouth of the Sisiboo river, there is a large settlement of Acadians. Windsor, the county town of Hants, is the seat of King's College. The ruins of Fort Cumberland and the site of Fort Lawrence are reached from Amherst, the county town of Cumberland County. Halifax, being strictly a shore county, with a coast-line upwards of 100 miles in length, offers special attractions to the salt-water tourist and sportsman. Bedford, nine miles from the city, on the line of the Intercolonial Railway, is its chief summer resort, and affords every facility for boating, fishing, and bathing. Lawrencetown, Middleton, Aylesford, Berwick, Kentville, a beautifully embowered little town and the county town of King's county; Wolfville, where is situate Acadia College; and Grand Pré, which is the extreme eastern point of what is called the 'Annapolis Valley,' will each repay a visit.

The scene of Longfellow's 'Evangeline' is laid hereabouts. The scenery is charming, and the view of the Grand Pré, Blomidon, and the Basin of Minas, from the top of the Horton Mountain, is remarkably fine. Here the discerning and meditative traveller learns the simple lesson that poetry is not in nature but in the searching, loving eye, and that after beholding this lovely landscape 'the light that never was on sea or land' may shine round his own farm and fireside.

The Basin
of Minas.

In the Acadian Land, on the shores of the Basin of Minas, Distant, secluded, still, the village of Grand Pré
Lay in the fruitful valley. Vast meadows stretched to the east-wards,
Giving the village its name, and pasture to flocks without number.

Again :

Still stands the forest primeval; but under the shade of its branches
Dwells another race, with other customs and language.
Only along the shores of the mournful and misty Atlantic
Linger a few Acadian peasants, whose fathers from exile
Wandered back to their native land to die in its bosom.
In the fisherman's cot the wheel and the loom are still busy,
Maidens still wear their Norman caps and their kirtles of homespun,
And in the evening fine repeat Evangeline's story,
While from its rocky caverns the deep-mouthed neighbouring ocean
Speaks, and in accents disconsolate answers the wail of the forest.

The following characteristic sketch of this charming

NOVA SCOTIA.

Evangeline's
country.

section of the province is from Principal Grant's admirable paper in 'Scribner's Magazine':—

'Every year tourists flock to see Evangeline's country. In truth, were it only for the sake of the holiday they could not do better. The wise Acadians had found or had lighted upon the garden of Nova Scotia. Fairer scenes the eye seldom looks upon than the valley of the Gaspereaux or that wide expanse seen from Lookout or almost any point on the North or South Mountain. This is the lovely Annapolis Valley, where, as Joseph Howe used to boast exultingly, "you can ride for fifty miles under apple-blossoms." The tidal waters of the great Bay of Fundy, rushing along the coast outside, seeking for admission into the heart of the province, have found an opening, three miles wide, between the high trap needles of Cape Split and a cape on the opposite shore. Swirling round Cape Split and pressing through the narrow passage like a mill stream, the turbid water peacefully expand into the Basin of Minas. The broad basin reposing at your feet looks like a wide-opened hand, sending out long, beneficent fingers all round into the heart of a grateful country. One of these fingers touches the valley of the Cornwallis, and into its tips stream the tidal rivers, dyked by the old Acadians. On these fat and fair dyked lands dwells another race, with other customs and language—in large modern farm-houses, embowered in roses and honeysuckle. In fancy you can rebuild the old thatched cottages beside ancient apple-trees with tall poplars, and young willows branching widely out from decayed roots—sure signs of the former inhabitants. At Grand Pré the first person you meet points where the sturdy blacksmith's shop stood, and the village church, and the wells, and the once well-filled cellars, now only grass-grown depressions pockmarking the face of green fields. The great features of the landscape are still the same—the vast meadows reclaimed from the sea, and worth from one hundred to four hundred dollars an acre; the orchards and cornfields "spreading afar and unfenced" "o'er the plain;" while away to the north, across the Basin of Minas, grand old Blomidon uplifts to the sky his dark cindery forehead over bright red sandstone and scatters agates and amethysts at his feet. Not one Frenchman

is to be found where everything reminds us of them and their handiwork. You meet their descendants almost everywhere else in Old Acadie—from Cheticamp to Clare, and from Chezzetcook to the Bay Chaleur; but not one on the Canard river, not one from Grand Pré to Annapolis Royal. Farmers from New England received the reclaimed lands; and their grandchildren—a race as little likely as their ancestors to surrender their fathers' inheritance—now raise potatoes for the New England of to-day, and build ships from the forest primeval on Cape Blomidon, and not only build, but own and sail them on every sea.'

There is little need of saying much of Halifax, for the simple reason that the visitor will prefer to explore and see it for himself. It is at once the political, commercial, and social capital of the province, the centring and radiating point of travel along the coast and to and from the interior. It is, moreover, the only British military and naval station in British North America. For this reason, if for no other, it possesses a transcendent interest for the stranger Briton.* Occupying as it does the west side of what was once called Chebucto Bay, covering the whole of a peninsula formed by the harbour on the east, and by its river-like inlet—the North-West Arm—on the west, upwards of four miles in length, with an average width of nearly two miles—its site is at once picturesque, impressive, and commanding. The whole area of the city may be roughly stated at eight square miles, and of this more than one-half is either built upon or available for building purposes. Fort George, or the 'Citadel,' commenced when the Duke of Kent, father of Queen Victoria, was in command of this station, crowns the summit of the slope on which the city proper stands, and commands the best view to be obtained of it and the surrounding landscape and waters. The Prince's favourite residence was on the west side of Bedford Basin, a beautiful place belonging to Governor

Halifax.

* 'Not the least of its recommendations,' says Rowan, 'to the retired or reflective stranger is that it is one of the few towns on the American continent which combine all the advantages of a high standard of social life—clubs, pleasant society, official and unofficial—with the equally endearing charm of being within easy reach of forest and barren and river and lake.'

NOVA SCOTIA.

Halifax
Harbour.

Wentworth, and known as the Prince's Lodge. Clustering almost beneath the observer's feet, and spreading out more visibly on his either hand, north and south, is the town, stony, wooden, and smoke-begrimed. Beyond it lies what is often, and not without truth, called 'the finest harbour in the world.' Set in it, like a gem on the throat of some fair lady, is the green, mound-like St. George's Island, crowned by Fort Charlotte. These waters—blue as ever the Mediterranean was—stretch away to the right, or south-west, laving for miles the shores of McNab's Island, with its forest-clad hills and breezy downs; gleaming through the dark pine-tops of the luxuriant Tower Woods; mirroring the pretty village of Falkland, which seems to clamber up the steep hill-side from the lofty summit of which frowns York Redoubt (a venerable fort, with a formidable modern battery on the seaward face—crowns a high, steep bluff, its armaments of nine- and ten-inch guns sweeping the approaches for miles, with shot and shell not quite as big as a barrel of flour, but somewhat heavier); now playfully rippling and anon rolling in curling and foaming waves, over Point Pleasant ledges and the more distant Thrum Cap shoal; until off Sambro Head, scene of many a shipwreck, about nine miles distant, they mingle with the broad Atlantic. On the farther, or eastern, shore of the harbour, the thriving town of Dartmouth, built to the water's edge, and backed by bold wood-crowned hills, rises to view. On the other hand, to the northward, this sheet of water contracts in width, forming what are called *The Narrows*, the shores of which are beautifully variegated with groves, green-fields, and pretty clusters of houses. Pursuing the view still farther in that direction, we may catch a glimpse of Bedford Basin over the shoulders of the hills which form the northern part of the peninsula. Turn to the rear or westward, and Halifax Common, or *Campus Martius*, spreads out from the base of Citadel Hill, an expanse which is, every year, being more extensively planted and otherwise improved, and will soon be a charming public park. This—more properly the *North Common*—comprises, together with the Public Gardens, an extent of about ninety acres. Of this area the Public Gardens comprise over fourteen acres. They

Bedford
Basin.

are kept in first-rate order, contain ponds and fountains, and a croquet lawn, and, although comparatively new, are already a delightful public promenade and a great boon to the citizens of Halifax. Beyond this Common there extends west, north, and south, a great and nearly level plateau, which will, doubtless, at no distant day, be the heart of the town, as well as of the city, of Halifax. Granville and Hollis Streets are the principal thoroughfares, and contain most of the important public buildings.

NOVA SCOTIA.

Views in
Halifax.

After the citadel already mentioned, the objects of greatest interest to the stranger in Halifax are Her Majesty's *Dockyard*, which occupies half a mile of the upper harbour, and the adjoining *Wellington Barracks* and Admiralty House, and the insane or provincial lunatic asylum on Mount Hope. Dartmouth Orphans' Home, the Exhibition building, now used as a skating-rink, the Deaf and Dumb Institute, and Dalhousie College, the Old and New Provincial Buildings, Presbyterian Theological Seminary, Government House, the City Prison, are noteworthy edifices. Dalhousie College, founded 1820 by Earl Dalhousie, then Governor, was built out of the duties collected at Castine in the State of Maine during the war of 1812. The Waverley and the Halifax are the principal hotels. The suburbs abound in pretty walks and drives. These constitute the chief charm of the place. Point Pleasant and Tower Woods in the extreme south end are a favourite resort. The Public Gardens, North and South Common, Camp Hill Cemetery, afford pleasant promenades. Among the numerous popular drives that on the west side of the basin to Bedford, and that from Dartmouth to Bedford on the opposite shore, and another to the Waverley or Montague gold mines, may be safely commended to the sight-seeking tourist. The Eastern Passage also presents some lovely landscapes. What serves to add greatly to the charm of intelligent travel in Nova Scotia is that the country is settled by various nationalities, English, Scotch, German, French Acadians, and Indians, who retain their characteristics as strongly marked as when they first set foot on the soil. In passing, for instance, from Picton, Antigonish, or Inverness, the traveller to Lunenburg virtually passes from the Highlands of Scot-

Character-
istics of the
people.

NOVA SCOTIA.

land into Germany; while in Chezzetcook of East Halifax, the more southern section of Yarmouth, and Clare township in Digby, most of the inhabitants are more conspicuously old-fashioned French than are the natives of old France itself. Annapolis is the oldest town in the province. The ruins of the old fortifications form the chief attraction for tourists.

A run
through
the Pro-
vince.

From Halifax north and westward the Intercolonial Railway furnishes the most direct and speedy means of communication. A fine view is had of Halifax in rounding the head of the bay near Bedford. The soil hereabouts is of that scant but strong character which grows nothing but rocks, and Bedford itself is what might be called a Micmac pic-nic sort of a place. Grand Lake, twenty-three miles north, is a beautiful sheet of water, eight miles in length. Wellington Lake, nestling lovingly midst pines and cedars, affords a passing picture. At Elmsdale, seven miles beyond, the Nine Mile River joins the Shubenacadie, and affords some fine salmon and trout fishing. The Shubenacadie is one of the main rivers of the province, which it almost bisects. Passing Polly Bog, Stewiacke and Brookfield stations the town of Truro is reached. Here are extensive manufactories, also the provincial normal and model schools. From this place, which is situated on the Onslow Marsh, a branch line, fifty-two miles long, carries the traveller on through Stellarton, and New Glasgow, to Pictou, the centre of the great coal-mining region of Nova Scotia proper. The 'Albion' mine at Stellarton and the 'Vale' colliery at New Glasgow, will each repay a visit from the inquiring traveller. At Londonderry, on the main line to Moncton, Spring Hill and Maccan, there are also mining properties, and near the latter station some fine scenery. Outside of Halifax, Pictou is considered to be the richest town in Nova Scotia, the most of the wealth having been made in the coal and ship-building trades. There are several hotels in the place, in which the table and accommodation are very good, and the charges moderate. The steamers of the 'Allan' line furnish a fortnightly service between St. John's and Liverpool, and between St. John's and Halifax. The steamers of the Prince Edward Island Steam Navigation Company leave Pictou four times a week for Charlotte-

Albion and
Vale Coal
Mines.

town, Prince Edward Island, and Port Hawkesbury, Sydney, and other places on Cape Breton. Steamers of the Quebec and Gulf Ports Line leave on Tuesdays and Fridays, for Charlottetown, Prince Edward Island, and Shediac, Newcastle, Chatham and Dalhousie, New Brunswick, and ports on the St. Lawrence. The boats of the Montreal and Acadian Steamship Company also call weekly. The sail from Pictou, through Northumberland Straits, to Charlottetown is very pleasant; the water is seldom rough, and the boats are strongly built and comfortably furnished.

CAPE BRETON.

Steamship lines.

Cape Breton.

As stated in the opening of this chapter, the island of Cape Breton is situate immediately off the northern extremity of Nova Scotia proper. Though for the most part tame and monotonous in its scenery, it has some strongly marked features. Its history may be thus briefly stated. It was discovered by Verrazzani, who named it Isle du Cape; ceded to France under the treaty of Aix-la-Chapelle in 1748; annexed to Nova Scotia in 1765; made a separate colony in 1784; and in 1820 reannexed to the mainland. Previous to this it was known without doubt to the Basque fishermen, who came to the banks and coasts of Acadia in quest of cod-fish. As early as 1516 Jacobus Bartoldus, according to Peter Martyr's account, speaks of it as 'A newe lande where is neyther cities or castell, and where the inhabytants live in companies lyke heardees of beastes.' Its inhabitants, who may now be fairly numbered at about 65,000, are mainly the descendants of Scotch Highlanders and Acadians.

History,
A.D. 1535-
1820.

It is 110 miles in length and eighty-seven miles wide, and embraces an area of 3,231 square miles. Capes North and St. Lawrence, its most northerly extremities, are each about seventy miles south of Cape Ray, Newfoundland. The area of the island is about 2,650,000 acres, one-half of which is said to be susceptible of cultivation. 'Few countries of its limited extent,' writes its historian, Richard Brown, F.R.G.S., 'present such varied natural features.' Of these the Bras d'Or (pronounced Brah-dör) lakes, the

Area.

**CAPE
BRETON.**

Mediterranean Sea of the island, are the most remarkable. They divide the island into two unequal parts or peninsulas, united by an isthmus less than twelve miles wide. The trend of the hills and valleys is N.E. and S.W., corresponding with the distribution of the geological formation of the island.

**Eastern
division.**

In the eastern division there are only two ranges of hills of noteworthy elevation. One of these runs parallel with and near to the source of Bras d'Or lake from St. Peter's to the head of East Bay. The other from Long Island nearly to the Straits of Barra. The land rises very gradually from the coast to the interior.

The cliffs, which are composed for the most part of sandstone and shells of the carboniferous formation, constitute the northern boundary of the Sydney coal-field, which occupies an area of 250 square miles on the N.E. coast. The old capital town of Sydney, situated on the S.W. arm of Sydney Harbour, contains the barracks and other memorials of the olden time when this land formed a separate province. The coal mines, five miles from North Sydney, will repay a visit. Englishtown, near the entrance to St. Anne's Harbour, is famed for its highland scenery. Louisburg, the old French capital, is now only a small fishing village. The scenery of the Bras d'Or lakes, and of the north-east coast between Margaree and Cape St. Lawrence, is diversified and striking. The western division consists mainly of a vast plateau, elevated in some places 1,000 to 1,200 feet above the sea, bounded on three of its sides by a coast-line of bold, rugged bluffs and lofty precipices, furrowed by deep clefts and gorges. The Mira hills, which stretch from Salmon River to L'Ardoise, form a prominent object in the landscape. Mira River, thirty miles long, is the largest and only navigable river. The remaining rivers and considerable brooks are the Margaree, Mabou, and Grand, which flow into the sea, and the St. Denys, Wagamatcook, and Baddeck, which discharge into the Bras d'Or lakes.

**The Bras
d'Or lakes.****Western
division.****Scatari,
St. Paul's,
and Sable
Islands.**

Scatari Island, separated from Cape Breton by Main-à-Dieu passage, is composed largely of felsites of various colours interesting to the geologist. Its shores consist alternately of rocky headlands and sand and

gravel beaches, guarded by reefs and inclosing ponds. Fishing is the main pursuit of the inhabitants. There are scarcely ten acres of cultivated land on the whole island. St. Paul's Island, a dangerous rocky islet about three miles long, the dread of St. Lawrence navigators and the scene of many a shipwreck, situate ten miles north of Cape North, and Sable Island, eighty miles south of the mainland, constitute the only other dependencies of Nova Scotia.

CAPE
BRETON.

The climate of the whole island is marked by rather wide extremes of heat and cold, accompanied by sudden fluctuations of the thermometer. Snow covers the ground usually from December to April. The summers, which usually last from May to October, are delightful.

Climate.

The coal measures and mines of Cape Breton have been already described in the chapter on Nova Scotia proper. It only remains necessary to mention the recent oil discoveries which promise to make this island as famous as Pennsylvania and Ohio and some portions of Ontario were a few years ago. Lake Ainslie is stated to be the centre of the oil-bearing district. Already, we are informed, at least 100,000 acres of land—probably a good deal more—have been leased or purchased around Lake Ainslie, and large expenditures for exploring, for boring machinery, for tanks, and for actual sinking of wells have been made. Here, as elsewhere throughout the mineral fields of Nova Scotia, the enterprising Americans are taking advantage of local apathy and indifference and securing the best places. The first company to appear on the scene was the American Oil Company, and they were quickly followed by the 'Cape Breton Oil and Mining Company,' Inverness Oil and Land Company, in both of which Boston capitalists have controlling interests. The 'Standard' Company of New York and Cleveland have also made extensive purchases, with a view to immediate operations. At Baddeck the Victoria Oil and Mining Company own a large tract. The oil belts in the Lake Ainslie district are very clearly defined, and of great extent. The oil thus far discovered is chiefly a lubricant, and possesses valuable properties. Professor Richards, of the Boston Institute of Technology, reports as follows on the oil:—Test, 22½ gravity; 375° flash test; 460° fire test; limpid at zero.

Minerals.

Oils.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND—so-called after H.R.H. Prince Edward Duke of Kent—forms the smallest of the divisions of the confederated Dominion of Canada. Under its former name, the Isle St. John, it was ceded by the French to King George III. under the Treaty of Paris, and constituted a separate colony in 1770. Its situation in the middle of the St. Lawrence Gulf, not less than its fertility—the result largely of the *alluvium* deposited by that mighty river—have earned for it the title of the ‘Garden of the St. Lawrence.’ It is sometimes called the Garden of North America.

Position,
extent, &c.

It is 130 miles in length and thirty-five miles in extreme width, and covers 2,135 square miles or about 1,365,400 acres. Its coast line is, however, so indented and irregular that in some places its width is narrowed to three or four miles. Its peculiar geographical position virtually cuts it off from the adjoining provinces during five months of the year. From November until end of March it is literally isolated, for the floating masses of ice render navigation even in the narrowest part of the straits always difficult, and sometimes perilous. The winter passage between the island and the mainland from Cape Traverse to Cape Tormentine, a distance of nine miles, is one, therefore, to be cautiously considered before undertaking it.

The island during the summer months is more easily reached. A steamer runs daily between Summerside and Pointe-du-Chêne, N.B., in connection with the trains on the Intercolonial Railway and the railway on the island. The steamers have excellent accommodation for passengers, and are first-class boats in all respects. The journey by water occupies between four and five hours, and in the months of July and August is a delightful trip. But even in summer the island is somewhat out of the beaten track of travel. It is not

surprising, therefore, that the pleasure-seeking public, who are ever on the *qui vive* for personal enjoyment, and who are keenly critical of the ways and means of securing it, leave the pretty island and its hospitable inhabitants very much to themselves.

At Summerside a very good hotel exists, called the 'Island Park House,' where excellent accommodation can be had. It is placed in a shady grove of trees on a beautiful island of about 200 acres, surrounded by salt water, which affords excellent bathing and fishing. A steam ferry runs hourly between the island and Summerside.

The earliest settlements on the island were commenced about 1715. In 1728 there were not more than sixty families living on it, and in 1752 the whole population was returned at 1,354. In 1763, when Cape Breton was surrendered at Louisburg, this island was formally ceded to Great Britain, and placed under the government of Nova Scotia. Five years later the islanders petitioned for a separate government, and in 1780 the first governor was appointed. The entire population at this time did not exceed 5,000. The Earl of Selkirk in 1803 settled about 800 Highlanders on the island, and in 1827, during the administration of Governor Ready, a census showed the population to have increased to 23,266. Responsible government was established in 1851, and in 1860 the Selkirk lands, comprising 62,059 acres, were sold. Since that date the progress of the island both in population and wealth has been rapid and permanent. Confederation, which had been for many years strenuously opposed by the people, gained strength after the passage of the British North America Act, and on July 1, 1873, Prince Edward Island entered the Dominion.

The island railway which, on the resolution of the Hon. Jas. C. Pope, present Minister of Marine and Fisheries, had been authorised in 1871, was opened in April 1875. H.E. the Governor-General and H.R.H. the Princess Louise visited Charlottetown, and made a tour of the island. According to the census of 1871 Prince Edward Island contained a population of 94,021, which has been since increased to 100,000. The following is a list of the Governors since it became a

Early
settle-
ments.

Responsible
government
estab-
lished, A.D.
1851.

**PRINCE
EDWARD
ISLAND.**

separate province, and of the Lieutenant-Governors since Confederation :—

Lieutenant-Governors.	Walter Patterson	1770
	Lieut.-Gen. Edmund Fanning	1786
	Col. J. F. W. DesBarres	1805
	Charles Douglas Smith	1813
	Col. John Ready	1824
	Sir Aretes W. Young	1831
	Sir John Harvey	1836
	Sir Charles Augustus Fitzroy	1837
	Sir Henry Vere Huntley	1841
	Sir Donald Campbell	1847
	Sir Alexander Bannerman	1851
	Sir Dominick Daly	1854
	George Dundas	1859
	Sir Wm. F. C. Robinson, K.C.M.G.	1870

SINCE CONFEDERATION.

Sir Robert Hodgson, Administrator	1874
Hon. Thomas Heath Haviland, Q.C.	1879

**Natural
Features.**

The coast, as already stated, is indented by numerous bays, two of which nearly divide the island into three parts, and the harbours are numerous. The surface is gently undulating, presenting a charming aspect of hill and dale; it is well watered with numerous springs and rivers, and it has a larger proportion of land occupied and under cultivation than any other province in the Dominion.

**Climate
and soil.**

The climate is temperate and healthy, and fogs do not prevail to the same extent as on the coasts of Nova Scotia. The winters are less severe than in Quebec and New Brunswick provinces, and the range of the thermometer throughout the year less variable. The soil is a light, sandy, fertile loam, easily cultivated. Large deposits of what is called 'muscle mud' are found in the beds of all the rivers, some of them from 10 to 30 feet deep; it is used as a fertiliser, giving very large crops of hay and clover, and is specially adapted for the growth of oats, buckwheat, and root crops.

**Industries
and produc-
tions.**

Farming is the chief industry of the island. Ship-building ranks next in importance. The fisheries are among the best in the Gulf, and give employment to a large number of men. Cod-fish, mackerel, and herring abound on the entire coast. Lobsters and oysters are plentiful. The 'canning' and shipment of lobsters has

**PRINCE
EDWARD
ISLAND.**

of late years become an important branch of industry. The province is famed for its horses, which are much sought after by New England dealers. A stock farm is maintained near Charlottetown for improving the breed of cattle.

The island contains about 109,000 inhabitants, mainly of English and Irish extraction, whom half-a-dozen policemen serve to keep in perfect order. Population.

Good sea-bathing, boating, shooting, and fishing may be enjoyed on the island. Black duck, snipe, and plover abound in August, and speckled salt-water trout are plentiful. Hares (*lepus Americanus*) are very numerous. In winter they form 'yards' like moose and deer. They are sold in the Charlottetown market for 8d. a pair. Sport.

The school system is under the control of a board of eleven members. The first school was established in 1821. In 1852 the Free School Act was passed, and the number of schools now open is 417, attended by nearly 20,000 pupils. Education.

There is one railroad on the island, running between Tignish and Georgetown, 198½ miles long. It is under the control of the Dominion Government. Steamers ply regularly during the season of navigation between the ports on the island and the seaports of Quebec, Nova Scotia, New Brunswick, and the New England States. A steam ferry crosses the harbour to Southport every half-hour. The chief drawback is that during a part of the winter communication is interrupted with the main shore owing to ice blockades. Railways,
Telegraphs,
&c.

A submarine telegraph connects the Island with New Brunswick.

It is divided into three counties, King's, Queen's, and Prince; each of which elect ten representatives and four councillors. Queen's is the most thickly settled, and has a population of 48,147. Divisions,
chief towns,
&c.

Charlottetown, the provincial capital, is pleasantly situated on the north side of the East River, near its confluence with the North and West rivers, in the parish of Charlotte, Queen's County. It is well laid out, lighted with gas, contains a population of 12,000, and several spacious public buildings. Among these the most noteworthy are the Colonial Building, built of Nova Scotia freestone, the Provincial Building, Post

**PRINCE
EDWARD
ISLAND.**Principal
Towns.

Office and Custom House, Market House and Public Hall and several handsome churches, Prince of Wales' College, Government House, the Lunatic Asylum at Falconwood, Victoria Park, Bishop's Palace, St. Dunstan's College, &c.

Summerside, the second town in population and trade, is situate on the north side of Bedeque Bay. It is the centre of the oyster trade and of the traffic on the island railway, which extends westward seventy miles to Tignish, and eastward fifty miles to Charlottetown. The Island Park Hotel, situated on a pretty island opposite the town, is the largest building of its kind in the province. At Tignish, fifty-five miles from Summerside, are large fishing establishments, where large fleets of vessels are employed in mackerel fishing. No better sport can be had than to spend a day in one of these vessels, catching mackerel in almost endless numbers. The fish-curing establishments are also well worth a visit, and the scene along the coast during the mackerel season is most enjoyable. At Alberton, another point on the line of railway, are also large fishing establishments. Here, also, and indeed all over the island, shipbuilding is very extensively carried on, there never being less than 100 vessels building in the different yards, some of them being of 1,000 tons measurement.

Ship-
building.

From Charlottetown the railway extends to Georgetown and Souris, the latter at the eastern extremity of the island. The line passes through a pretty and generally well cultivated country, and crosses numerous rivers and arms of the sea, where excellent fishing is to be obtained. Sea trout, some weighing six pounds, are to be had in abundance, and in many of the smaller streams brook trout are very plentiful. The fishing all over the island is excellent and diversified, and easily accessible.

Georgetown, the capital of King's County, is the eastern terminus of the Prince Edward Island Railway, and has a fine harbour open during three-fourths of the year. The rivers Cardigan and Brudenelle divide the narrow strip of land, on the extremity of which the town is built, from the mainland.

Rustico, at the back of the island, 16 miles from Charlottetown, has fine bathing and good accommodation for visitors at the 'seaside hotel.'

NEW BRUNSWICK.

NEW BRUNSWICK borders Nova Scotia to the west, the narrow isthmus of Chignecto, so often referred to in the preceding pages, forming the only land-link between them. Northward and north-westward it is bounded by the province of Quebec, eastward by the Gulf of St. Lawrence, south by the Bay of Fundy and Nova Scotia, and west by Maine, the most northern of the original thirteen states of the American Union. It is 210 miles in length and 180 miles breadth—somewhat larger than the united areas of Belgium and Holland, and about two-thirds the size of England. Its area is 27,322 square miles, equal to 17,486,280 acres. Its coast-line of 500 miles greatly resembles that of its sister province, Nova Scotia, being everywhere indented with commodious bays, harbours, and inlets, and penetrated by navigable rivers. The numerous fine harbours on its eastern shore afford unsurpassed facilities for the prosecution of its extensive fisheries in the Gulf of St. Lawrence and Northumberland Straits. The interior is generally a level, undulating country. On its north-east coast from the Bay Chaleur to the boundary of Nova Scotia 200 miles, there is hardly a hill exceeding 300 feet in height. There are some elevated lands skirting the Bay of Fundy, *La Baye Française* of De Monts, and the River St. John, but the only section of a mountainous character is that bordering on the Province of Quebec, where the country is beautifully diversified by oval-topped hills ranging from 500 to 800 feet in height, clothed with lofty forest trees almost to their summits, and surrounded by fertile valleys and table-lands.

It was first settled by the French in 1639. Together with Nova Scotia, until the fall of Quebec, it formed part of Acadia, or New France. As an independent province it has not yet reached its first centenary. Prior to 1784 it formed one of the Nova Scotian counties under the name of Sunbury.

NEW
BRUNSWICK.Position
and area.First
settled, A.D.
1639.

**NEW
BRUNSWICK.**Made a
province.

In that year it was formally separated from Nova Scotia and endowed with provincial honours. In the following year Sir Guy Carleton was appointed Governor, with his seat of government at Fredericton, which had been previously known as St. Anne's. At this period eleven or twelve Acadian families, scattered between the Nova Scotia boundary and the Miramichi river, formed the entire population. In 1842 the boundary between New Brunswick and the United States, which had been a formidable bone of contention between the two Governments for many years, was finally adjusted. Eleven years later the European and North American Railway was commenced, and in 1854 the Reciprocity Treaty was concluded, only to be abrogated in 1870.*

Divisions.

Counties	Population in 1881	County Town
ST. LAWRENCE COUNTIES		
Restigouche . . .	7,057	Dalhousie
Gloucester . . .	21,614	Bathurst
Northumberland . .	25,111	Newcastle
Kent . . .	22,618	Richibucto
Westmoreland . . .	37,719	Dorchester
BAY OF FUNDY		
Albert . . .	12,379	Hopewell
St. John . . .	52,967	St. John
Charlotte . . .	26,086	St. Andrew's
INLAND COUNTIES		
King's . . .	25,617	Hampton
Queen's . . .	14,017	Gagetown
Sunbury . . .	6,651	Oromocto
York . . .	30,400	FREDERICTON (the capital)
Carleton . . .	23,367	Woodstock
Victoria . . .	15,576	Grand Falls
Total Population	321,129	

Madawaska has been lately organised with Edmunston as a County seat. Total area, 17,486,080 acres.

* The following is the list of Lieut.-Governors since Confederation :—

1867. Col. F. P. Harding, C.B. 1873. Hon. J. Leonard Tilley.
 1868. Col. L. A. Willmot, D.C.L. 1878. Hon. E. B. Chandlers.
 1880. Hon. Robert Duncan Wilmot.

The available land in these counties amounts to 6,000,000 acres, and is classified as 'upland,' 'intervale,' and 'swamp.' Maugerville in Sunbury County, twelve miles N.E. of Fredericton, is the oldest English settlement in the province.

Indian reserves are established on the Tobique River in Victoria County, and on the St. John, Iroquois, and Madawaska rivers in the same county. The Micmac Indians number 913, and the Amelcites 536—1,459. In the census of 1851 they were returned at 1,116, and by Mr. Perley in 1841 at 1,377.

Indians.

An inspection of the map will show that the surface of the province is everywhere intersected by rivers and streams, adding to the fertility of the soil, and furnishing easy access to every locality. The principal river is the St. John, which is 450 miles in length. It is navigable for steamers of large class as far as Fredericton, eighty-four miles from the sea. The steamers running between St. John and Fredericton almost rival the splendid steamers that ply on the great American rivers. Above Fredericton smaller steamers ply to Woodstock, about seventy miles farther, and when the water is high they make occasional trips to Tobique, a farther distance of fifty miles. Sometimes they extend their trips to Grand Falls, a distance of 220 miles from the sea.

Rivers.

Into the St. John flow numerous large tributaries navigable for various distances: these are the Kennebecasis, the Washedemoak, the Grand Lake, the Oromocto, the Tobique, and the Aroostook. The Madawaska, another affluent, is navigable to Lake Temiscouata, the upper end of which is within twenty miles of the St. Lawrence.

The Miramichi is a large river navigable for vessels of 1,000 tons for twenty-five miles from its mouth, and for schooners twenty miles farther, above which for sixty miles it is navigable for tow-boats. The Restigouche* is a noble river 220 miles long, three miles wide at its entrance into the Bay Chaleur, and navigable for large vessels for eighteen miles. This river and its tributaries drain about 4,000 square miles of terri-

* This is accounted by all sportsmen who have tried it one of the finest salmon-fishing rivers in the world. The name is Indian, and signifies 'the river which divides like the hand' = 5 Rivers.

**NEW
BRUNSWICK.**

tory, abounding in timber and other valuable natural resources. Besides these rivers, there are the Richibucto, the Petitcodiac, and the St. Croix, all navigable for large vessels.

Lakes.

Grand Lake in Queen's County is the largest of the New Brunswick lakes. It is twenty-eight miles long, with an average width of nearly three miles, and communicates with the St. John river fifty miles from the sea. Washedemoak, also in Queen's County, is next in size. Maquapit and French Lake, connected with Grand Lake, are near the boundary of Queen's and Sunbury counties. Temiscouata Lake, at the head of the Madawaska River, is within twenty miles of the Trois Pistoles River, an affluent of the St. Lawrence. Loon Lake, Eel Lake, the Oromocto and Magaguadavic lakes form a chain along the main boundary in the provincial county of York. The Miramichi, Salmon, Nepisiquit, and Nictaux lakes are in the eastern division of the province.

**Bays, har-
bours, &c.**

One of the most important and interesting features of the topography of this province is the extent and varied character of its sea-coast. Its bays are world-famous for the value of their shore fisheries. In the south division the most noteworthy are the Bay of Fundy, and the smaller bays of Chignecto, Cumberland, and Passamaquoddy. In the east division Bay Chaleur (*Baie des Chaleurs*), which forms the northern provincial boundary, Restigouche and Nouchibouguac bays, and Nepisiquit and Great and Little Shippegan and Shediac harbours are the most important. Bay Chaleur is said to produce the best wheat crops and the greatest profusion of salmon and trout in the province.

Tides.

The tides of the whole New Brunswick and Nova Scotia coast are peculiar, but those of the Bay of Fundy are especially so.

Natural History.

NEW BRUNSWICK presents a rich field for the studies and researches of the naturalist. Its wealth of forest and marine growth is scarcely equalled on the American continent, and is nowhere surpassed. 'There is probably no equal water area in the wide world,' says Rowan, 'in which so many or such variety of fish are

NEW
BRUNSWICK.

Fish.

to be taken.' Nature has bountifully provided within its waters the utmost abundance of those fishes which are of the greatest importance to man, as affording not only nutritious and wholesome food, but also the means of profitable employment. The value of the fish caught and material employed in 1876 was nearly two millions of dollars, and later years show a steady increase. The mackerel, herring, and cod fisheries are the most extensive and most valuable.

The subject of riparian rights, which is one of very great importance, is still undergoing judicial inquiry in the New Brunswick courts. It affects the fishing rights of all who own lands along the banks of the fishing rivers of this province, including such noble streams as the Restigouche, Nepisiquit, South West and Little South West Miramichi, Big and Little Sewogle, Tabusintac, Charles, Jacquet, Upsalquitch, Tobique, St. John, and, in fact, all the rivers of New Brunswick, and, for that matter, the whole of the Dominion. It also affects the value of these lands, for if the decision of the New Brunswick Court be sustained, the lands at all points favourable for salmon fishing will at once be held at a high price. There is also the possibility of ordinary sportsmen being offered a wider range of choice than at present, when the rivers are held by a few persons. The way in which the Dominion revenues will be affected, though a small matter compared with other interests at stake, is still worthy of consideration.

Riparian
rights.

There appears to be an apprehension in some quarters that, in the case of final decision being adverse to the Dominion Government's claim, the rivers above tide water will be entirely freed from Government supervision, and the owners of the lands and reckless sportsmen will be a law unto themselves.

A list of New Brunswick fishes, compiled from the well-known works of Gesner, Perley, and others, will be found in Alexander Munro's work on New Brunswick.

The extensive seaboard and marsh and meadow lands of this province afford every facility that a reasonably enthusiastic or exacting sportsman can desire for shooting snipe, ducks, plover, woodcock, sheldrakes, and wild geese. The north-eastern coast abounds with wild geese and brant. These birds make their ap ear-

Sport.

**NEW
BRUNSWICK.**

ance about the middle of March, and remain from six to eight weeks. Of the fisheries and fish of the province we have already given a brief notice. In regard to its zoology and ornithology, the following classification of the animals and birds commonly met with and taken must suffice.

Zoology.

The number of the animals indigenous to New Brunswick does not exceed forty.

The following list embraces only the best known and most valued varieties :—

Common deer	}	<i>Ruminantia.</i>
Reindeer, or Cariboo		
Moose, or Elk		
Bear	}	<i>Carnivora.</i>
Otter		
Raccoon		
Martin		
Fox (red, grey, and black)		
Skunk		
Weasel (two species)	}	<i>Rodentia.</i>
Beaver (Restigouche)		
Squirrel		
Musquash, or Musk-rat		
Hare		

The moose—a splendid animal—has been called the mammoth of the Northern Continent. It weighs from 1,000 lbs. to 1,500 lbs. It is found on the New Brunswick side of the St. John river and in the Nepisiquit district. Cariboo are said to be plentiful all the way between Bay Chaleur and Grand Lake. The Cariboo is much smaller than the Moose, averaging from 350 lbs. to 400 lbs. The ‘mouffle,’ or upper lip, is considered a great delicacy.*

**Ornitho-
logy.**

The following birds are found :—

Eagle (grey or bald)	}	<i>Accipitres.</i>
Hawk (five varieties)		
Owl (four varieties)		
Snow Bird	}	<i>Passeres ambulatores.</i>
Sparrow (four species)		
Moose Bird, or Jay		
Crow		
Starling		
Swallow (three varieties)		
Thrush		
Robin		

* Close time for moose, cariboo, or deer extends from Jan. 1 to Aug. 1; for mink otter, sable, or beaver May 1 to Sept. 1; for partridge, snipe, or woodcock March 1 to Sep. 1.

The principal part of the feathered tribes seen in the summer months are migratory, the number peculiar to the province being very small.

**NEW
BRUNSWICK.**

New Brunswick is rich in timber, the growth of her forests being scarcely less abundant than the increase of her waters. The trees are arbitrarily divided into 'hardwood' and 'softwood,' or those which drop their leaves in autumn, such as the maple, beech, birch, &c., and those of the evergreen family. Of the latter the most valued are the white and red pine, black spruce, cedar, and hemlock.

Botany.

Bay Chaleur offers unrivalled opportunities for the practice of canoeing. New Brunswickers have rendered themselves famous for their aquatic achievements. The secret of their success in the rowing world is said to be the tide in the St. John river. A canoe voyage down the St. John is one of the pleasantest experiences imaginable. There are only two portages in 400 miles of navigation. Indeed, this fine river only requires to be better known to become as famous as the Hudson or the St. Lawrence.

Canoeing.

So far as explorations have determined the geological formations of this province, they may be thus classified. 1. Grey sandstone. 2. Upper Silurian. 3. Cambrian. 4. Granite. 5. Lower Silurian. 6. Red sandstone. 7. Trap. Of these the grey sandstone, or coal formation, is the most extensive, covering more than one-third of the entire area of the province. The Albert mine, situated twenty miles from Moncton, and five and a half from Hillsborough on the Petitcodiac river, is one of the most valuable bituminous deposits on the whole Atlantic coast. The upper Silurian system embraces the counties of Restigouche, Victoria, and parts of Northumberland and Carleton, and the lands more favourable for agricultural settlement. The granite region is mainly confined to a ridge extending from Bathurst Harbour to the Chiputneticook lakes on the St. Croix river. The red sandstone, or lower carboniferous system, comprises a great variety of soils, and is met with in Albert, Westmoreland, and King's counties. The counties of King's and Restigouche contain the largest extent of trap, which indicates land difficult of cultivation.

Geology.

NEW
BRUNSWICK.

Climate.

New Brunswick being a level, semi-maritime country, situate in the temperate zone, has a bracing, healthy climate. It is, however, subject to occasional and sometimes sudden extremes of heat and cold. The range of observations over a period of years give the following figures of thermometrical registration at St. John:—

Average extreme of cold	24°
" " heat	96°
Mean annual temperature	44°

At Fredericton the range is somewhat wider. The mean length of summer for farming operations is about seven months. The average number of stormy days in the year is about ninety-five, which is rather less than the usual British average. The New Brunswick autumn months are especially delightful for travel and sport.

Produc-
tions and
industries.

Essentially a maritime province, New Brunswick's greatest wealth is in her ships and ocean trade. She can never become a farming country. Situated on the sea, with forests of superior ship timber, New Brunswick has long been celebrated as a shipbuilding country and for furnishing vessels remarkable for their model, strength and durability. With a population in 1871 of 285,594 souls, she had in 1876, on the registry books of the Dominion, 1,154 vessels having an aggregate of 324,513 tons. The first vessel known to have been built in New Brunswick was the *Monnequash*, built by Jonathan Leavitt in 1770. St. John is the fourth port in the British Empire in respect of tonnage. The following table shows the amount of shipping remaining on the port registry books on December 31 of each year for the past twenty-one years:—

Year	No. of Vessels	Tons
1854	582	119,955
1855	566	110,451
1856	585	135,713
1857	543	133,669
1858	497	114,457
1859	489	112,420
1860	492	123,425
1861	486	137,873
1862	475	135,247
1863	521	174,135
1864	570	185,700
1865	628	203,783

Year	No. of Vessels	Tons	NEW BRUNSWICK. Shipping.
1866	612	195,199	
1867	640	186,300	
1868	682	196,018	
1869	703	203,660	
1870	734	214,814	
1871	767	226,727	
1872	814	246,485	
1873	803	247,227	
1874	808	263,407	

Next to St. John the principal shipbuilding places are Richibucto, Bathurst, Dalhousie, Campbellton, Cocaigne, St. Andrews, &c.

The following is a summary of the tonnage of St. John on December 31, 1874, showing the number and tonnage of each class of vessels:—

Vessels	Tons
98 ships measuring	119,555
121 barques "	78,151
9 barquentines "	4,468
8 brigs "	2,622
61 brigantines "	16,358
316 schooners "	27,151
142 woodboats "	8,889
3 sloops "	54
50 steamers "	6,159
808 "	263,407

In 1782 the total tonnage of the province was less than 300 tons.

Commerce and Trade.

NEW BRUNSWICK being a country originally covered with magnificent forests, the cutting and shipping of timber naturally soon became the foremost industry of its people. St. John is, next to Quebec, the largest timber port in Canada. Masts and spars for England's navy constituted the first articles of export, and to this day these staples enter largely into its foreign trade. Since 1784 the character of the trade has greatly changed. Pine wood has been superseded by spruce. How enormously the export of this article has increased in less than thirty years may be seen from the fact that in 1845, the total quantity of deals shipped from the entire province was only 127,860 superficial feet, while in 1874 217,691,000 superficial feet were shipped from St. John alone.

Timber
trade.

CLEARANCES OF TIMBER AND SAWN LUMBER FROM ST. JOHN FOR THE YEARS
1865-1874.

Destination	Vessels	Tonnage	Pine Timber Tons	Birch Timber Tons	Deals *M	Boards, Scantling, and Planks M	Sugar Box Shooks
Liverpool	111	116,663	246	9,688	85,329	4,094	—
London	14	12,570	—	826	10,288	5	—
Bristol Channel	39	23,609	—	947	18,753	501	—
Clyde	23	16,181	408	1,244	10,875	405	—
Ireland	107	49,657	—	512	44,612	563	—
Other British Ports	55	28,181	129	4,789	20,792	744	—
Continent of Europe	57	21,349	13	283	19,412	12	—
West Indies	139	31,351	—	—	3	10,068	503,460
United States	289	29,870	—	19	6,703	26,390	3,830
South America	5	3,542	—	—	—	2,395	—
Africa	4	977	—	—	921	—	—
Other Places	5	1,137	—	—	—	847	—
Total in 1874	848	334,887	796	18,288	217,691	46,024	507,299
" 1873	934	341,181	1,481	11,241	208,624	57,892	864,348
" 1872	1,069	305,702	1,829	10,791	146,643	85,996	1,110,743
" 1871	1,142	295,985	1,640	9,792	149,219	83,543	912,589
" 1870	1,137	309,785	4,557	7,360	155,381	83,150	977,956
" 1869	951	383,196	9,474	10,152	144,931	68,070	1,024,556
" 1868	898	331,094	8,383	7,621	178,288	57,941	1,119,884
" 1867	698	279,543	8,485	5,968	163,203	42,522	693,616
" 1866	—	—	17,793	11,331	158,283	35,293	554,880
" 1865	—	—	9,498	18,748	163,352	43,334	427,922

* M. signifies one thousand feet.

The statement of the value of the exports from the Port of St. John, for the month ending May 31, 1880, compared with the same month in the preceding year, shows the increase in the latter year to be 56,112 dols. in the exports of the forest, 8,556 dols. in animals and their produce, 8,087 dols. in manufactures, and 2,853 dols. in miscellaneous articles. The produce of the mine and the sea receded somewhat. The facts brought to light by the tables are fair subjects for analysis. We quote as follows:—

	1879	1880
	\$	\$
Products of the mine	2,863	430
Fisheries and their produce . . .	17,405	6,319
Products of the forest	205,799	261,911
Animals and their produce	7,895	16,451
Agricultural productions	10,849	830
Manufactures	7,897	15,984
Miscellaneous articles	3,237	6,090
Total produce of the Dominion	255,945	308,015
Goods, not produce	33,767	73,242
Total exports	289,712	381,257

The timber trade returns of New Brunswick for 1880 exhibit an increase in the exports of 111,000,000 feet over those of the previous year.

The shipment of cattle direct to England has lately become an important feature of New Brunswick trade.

Cattle
trade.

The following is a list of the ports where duties are collected:—

ON THE BAY OF FUNDY, ETC.

St. John	Woodstock
Fredericton	Harvey
Grand Manan	Hillsborough
Campobello	Moneton
St. George	Dorchester
St. Stephen	Sackville
St. Andrews	

ON THE GULF OF ST. LAWRENCE, ETC.

Bay Verte	Shippegan
Shediac	Caraguette
Buctouche	Bathurst
Richibucto	Dalhousie
Miramichi	

**NEW
BRUNSWICK.**
Mines, &c.

The mineral wealth of this province is admittedly large. Both coal and iron are abundant, the coalfields alone covering 10,000 square miles, or nearly one-third of its entire surface. A bed of hematite iron ore exists within three miles of Woodstock. Thus far, however, the proximity of the more extensive and more valuable deposits of Nova Scotia has attracted capital and labour to them, and retarded the development of the New Brunswick beds.

**St. John
City.**

St. John has been styled the 'Liverpool of British America,' and not inappropriately, as the following description of it will show. It is most picturesquely situated on a rocky and almost insular eminence at the mouth of the St. John River, the entrance to which is protected by Partridge Island. For municipal and electoral purposes St. John embraces the adjoining towns of Portland and Carleton. The river, which forms a prominent feature in the harbour, together with its tributaries, has an almost uninterrupted steamboat navigation of 800 miles, and a further length of nearly 1,000 miles navigable by boats and canoes. Its Indian name is *Looshtook*, the 'Long River.' The river rises and falls 26 feet. The area drained by it is estimated at seventeen millions of acres, of which nine millions are in New Brunswick, six millions in the state of Maine, and two millions in the province of Quebec. In approaching the city from the sea, Partridge Island, circular in shape and with high, rocky banks, is first seen, then a high bluff, commanding the western entrance, called Negro-town Point. Thus approached the city presents a very imposing appearance. The whole upper portion of it—rebuilt since the great fire of June 20, 1877—stands on solid rock, which for the purpose of street construction has been excavated to a depth in many places of from 30 feet to 40 feet. St. John has been three times swept by fire since its incorporation in 1785, first in 1837, second in 1839, and third in 1877.* King Street, the Broadway of St. John, extends from the St. John river on the west, to Courtenay Bay on the east, side of the city. Market Slip and Square and the wharves contiguous thereto form the commercial centre, and here at

* *The Story of the Great Fire*, by George Stewart, jun. Toronto : Belford Bros. 1877.

all hours of the forenoon a busy, motley crowd is to be met. The aroma which pervades these haunts of commerce and midst which the trade flourishes is eminently suggestive of codfish and molasses, the leading features of St. John's import and export trade. The lower end of Market Square marks the spot where, on May 18, 1783, the loyalists of St. John landed and founded the city. The French settlements, dating from the time of De Monts and Poutrincourt's visit in 1604, had all disappeared, and the embryo village commenced by Captain Peabody and Mr. White in 1764 was alone visible. The other principal thoroughfares are named Water, Prince William, Dock, and Charlotte Streets. King's Square contains about 3 acres, studded by trees, which were planted in 1860 during the visit of the Prince of Wales. From the east end of King Street a fine view of Courtenay Bay and Portland Heights is obtained. The public buildings and institutions best worth visiting are the Provincial Penitentiary, the Wiggins Protestant Orphan Asylum, the Academy of Music, near the site of the Victoria Hotel, R. C. Cathedral, and Trinity Church, both destroyed by the last fire. The Custom House and Post Office are fine buildings. Among the drives and walks of St. John and its vicinity may be noted the following:—To Portland, the Falls, Indian-crown, and Point Pleasant. To Spruce Lake by the Manawagonish Road, through Fairville, is a pleasant drive of eight miles. Spruce Lake is five miles in length, and teems with fish.

From Carleton Heights another pleasant drive is that to the Rural Cemetery, Moose Path Park, and Lawlors Lake, by the Marsh Road; and still another to Mispec (Anson) and the Loch Lomond chain of lakes. The first, or lower lake, is four miles long and one and a half miles wide. The fish in this lake are larger than those in the others, and are of two species, the red and the white—the latter appear to be peculiar to these lakes, and vary in weight from $\frac{1}{4}$ to 10 lbs. The best fishing ground is on Land's Bar, across the head of the lake. Another favourite spot is at the mouth of Dead Brook, about half-way up on the left side.

In the neighbourhood of these lakes there are a great many smaller ones, teeming with fish, the prin-

Carleton.

**NEW
BRUNSWICK.**

cipal being Ben Lomond, Henry's, Tracey's and Mount Theobald. The last-mentioned, owing to its great distance from town, is but little disturbed, and splendid sport can be had, as the fish are plentiful.

Carleton is historically interesting as the spot (Navy Island) selected by La Tour in 1629 as the site of his fort, so gallantly defended by Madame La Tour against Charnizé.

**Frederic-
ton.**

Fredericton, the capital, is a charming little semi-rural city, bearing very much the same relationship to St. John that the Dominion capital, Ottawa, sustains to Montreal. It has a new Parliament House, a fine library, a beautiful cathedral, and—adds Rowan—'a real English bishop'—Right Rev. J. Medley, D.D., Metropolitan of Canada.

Dalhousie.

Dalhousie, situated at the head of Bay Chaleur, is a delightful summer resort, directly in the path of communication between London and Quebec, if the lines were but laid.

Railways.

New Brunswick is well supplied with railways and other means of internal communication, connecting the commercial capital, St. John, with Halifax on the Atlantic, with Pictou on the Gulf of St. Lawrence, with Quebec, Montreal, and other places in Canada, by the Intercolonial Railroad, and all the cities and towns of the United States, by lines *via* Bangor. Besides these, there are the Rivière du Loup line, *via* Fredericton and Woodstock to the great river St. Lawrence, and several interprovincial lines of considerable importance, comprising a total length of 1,085 miles in actual operation.

Land.

Free grants of land for purposes of actual settlement are also made in this province. The limit of the grant is 100 acres, and the customary conditions are enforced.

Education.

The common school system prevails in this province. The sum of 120,000 dols. is annually and publicly appropriated to educational purposes. The balance is raised by rate.

Population.

The population of New Brunswick, by the census of 1871, was 286,137. It is now probably about 330,000.

The population of St. John in 1840 was 19,281, in 1851 it was 22,745, and in 1861 it numbered 27,317. Including Carleton, the total population, according to Munro, in 1864 was 38,817 souls: the census of 1871

states the population of St. John, including Portland, to have then been 41,508. The city proper now contains 35,128.

NEW
BRUNSWICK.

The chief local elements in the composition of a successful manufacturing district, such as cheap and abundant building material, cheap fuel, easy modes of collecting the raw material and of distributing the manufactured products thereof, are not wanting in and round St. John as a centre. The manufacturing interest of the province has accordingly increased during the past few years, though it has scarcely kept pace with the growth of the staple industries already mentioned. Establishments for the production of woollen and cotton goods, boots and shoes, leather, lumber, furniture, carriages, doors, sashes, stoves, paper, soap, agricultural implements, nails, steam-engines, locomotives, &c., &c., are in successful operation, and yearly multiplying, giving employment, directly and indirectly, to thousands of operatives.

Manufac-
tures.

QUEBEC.

QUEBEC.

Voyage
out.

To a very large proportion of Canadian tourists the maritime provinces, through which we have just journeyed, are a sealed book. The Dominion tour is usually made during the mid-summer and autumn months, when the ports of Quebec and Montreal are open, and the St. Lawrence river and lakes are navigable throughout their entire length. Ocean steamers arrive at and depart from these ports almost daily, while the Grand Trunk railway and the various other Canadian and American lines from Portland, Boston, New York, Saratoga, the White Mountains, and the whole of New England bring thousands daily, at the height of the St. Lawrence season, to join the gay parties who throng the seaside and rural resorts of this truly picturesque province. To those among our home readers who purpose making the 'round trip,' and who are naturally anxious to see as much of Canada as possible, we unhesitatingly say go by way of Belle Isle and Quebec, and return *via* Halifax, N.S., and St. John's, Newfoundland. The summer voyage in clear, fine weather, on board one of the splendid 'Allan' steamships between Belle Isle and Quebec forms one of the most delightful features of the whole tour.

As will readily be seen by reference to the accompanying map, the Belle Isle route is much the shortest, the entire distance to Montreal being 2,790 miles, while the ocean voyage by Halifax is 2,464 miles, and that by New York 3,016 miles. If our traveller decide to visit Nova Scotia, New Brunswick, and Prince Edward Island before proceeding westward, he will of course take the steamer to Halifax. In either case he has ample choice, of both ways and means, the steamers of the 'Allan' line sailing for Quebec weekly during the summer from both Liverpool and Glasgow, and weekly for Boston, *via* Halifax, during the winter, leaving Liver-

pool every Thursday and Londonderry every Friday. The service has been regularly maintained for more than twenty years, and the steamers composing the line are unsurpassed for safety, speed, and comfort. The Newfoundland tour now forms a subsidiary service from Halifax direct to St. John's.

QUEBEC.

The voyage out, when made by Queenstown and the South of Ireland, brings the traveller to Cape Ray, the most south-westerly extremity of Newfoundland, usually on the seventh day, and soon after the steamer enters the great Gulf of St. Lawrence. On the steamer's port bow rises Prince Edward Island, sentinelling the huge bay formed by Cape Breton Island on the east, Nova Scotia on the south, and New Brunswick and Quebec on the west. Farther on the steamer's course the Magdalen group of islands and a treacherous islet, known as the Bird Rock, and Mount St. Louis, 2,000 feet high, are passed. Higher up the gulf Anticosti Island is sighted and passed. Then come the noble Saguenay River and Rivière du Loup, the picturesque summer resort of the Quebec excursionists, with the rugged range of Laurentian hills in sight all the way up the river, until the lovely Isle D'Orleans, with its clusters of snow-white cottages and luxuriant gardens, rises to view; then Montmorenci's cataract of waters, with its fleecy cloud of vapour overhanging it, are seen on the right bank. Eight miles farther the lofty promontory of Cape Diamond, surmounted and surrounded by the loftier citadel and the walled city of Quebec, is reached. Here the ocean voyage fitly terminates and the inland journey commences.

Magdalen
Islands.

Isle D'
Orleans.

This sketch of the St. Lawrence summer route to Quebec supposes the traveller to have made his sea voyage from Liverpool by Cape Race and the south shore of Newfoundland. The northern and now usually travelled summer route by Moville and the Belle Isle straits reduces the distance and the duration of the ocean voyage nearly a whole day. Belle Isle, which towers up in rugged majesty to the height of 650 feet at the mouth of the straits, 800 miles below Quebec, forms a fresh point of departure, so to speak, both in the outward and homeward voyage, and thus serves greatly to enhance the interest and popularity of this route from the landman's point of view.

Belle
Isle.

QUEBEC.**History.**

The history of this province up to the period of Confederation may almost be said to be the history of Canada, and may be thus briefly recapitulated. Discovered by Cabot in 1497, it was first settled by Cartier in 1541. In 1608 a permanent colony was founded by De Champlain on the present site of Quebec city. A Council of Administration was appointed in 1663. The French occupied the country from this period till 1759, when it was surrendered to the British forces, and soon after (1763) formally ceded to the Crown by the Treaty of Paris. It was divided into Upper and Lower Canada, and a Constitution granted in 1791; and in 1840 reunited under the name of the United Provinces of Canada. In 1867 these were once more separated, and now form, under the names respectively of Ontario and Quebec, the two most populous and wealthy provinces of the Dominion.

Physical Geography, etc.

QUEBEC long occupied the first place among the Crown colonies of Great Britain on the American Continent. It is now second to Ontario, both in population and production. It possesses an historical interest which no other province in the Dominion can boast, and this interest is greatly enhanced not only by the perpetuation of the French language, laws, and customs amongst a large majority of its inhabitants, but also by the uniquely picturesque character of much of its landscape, and the antiquated appearance of many of its public institutions.

**Boundaries
and extent.**

Quebec is bounded north by Labrador and the Height of Land, east by the Gulf of St. Lawrence, south by Bay Chaleur, New Brunswick, and the States of Maine, New Hampshire, Vermont, and New York, and west by the river Ottawa and Ontario. It has a mean length, east and west, of about 850 miles and a mean breadth of 300 miles. Inclusive of Anticosti and the Magdalen Islands, which belong to the electoral district of Gaspé, it comprises a territory of 210,000 square miles, equal in round numbers to 130,000,000 acres. This is classified and distinguished as follows:—

	Acres.
Conceded in fiefs	10,678,981
In full and common socage (townships).	8,950,953
Surveyed in farm lots	6,400,000
Awaiting survey	103,970,066
Total	130,000,000

QUEBEC.

These figures represent the total territorial superficies under the new measurement. The total land area under county organisation in 1871 was 120,018,964 acres.

Mr. Jesse Sparrow, of Woodlands Farm, Doynton, near Bath, furnishes the following description of its physical aspect, in a recent letter to Mr. J. W. Down, of Bristol:—

Physical aspect, &c.

Speaking of its physical aspect and general advantages, he says:—‘The province of Quebec is principally rolling land, or hills and valleys. In some parts of it are large tracts of bush land or woods, containing the pine, spruce, and many other sorts of timber. The sugar maple grows to a great height. The farms throughout this province are offered at very low prices. A person can purchase a farm here, with good barns, stables, &c., and dwelling-house, already cleared and fenced (except a portion of woodland left for repairs of farm buildings), at from 3*l.* 10*s.* to 6*l.* per acre, payable on easy terms. These are not such good wheat lands as those in Ontario. They will grow remarkably good oats and capital roots, the soil being a sandy loam and gravel loam. I have seen some splendid crops of potatoes in these parts, much better than in Ontario. From three to four pounds I have seen drawn from one haulm. The water here is very good, and the farmers have much better accommodation and comforts for their cattle in winter than on many of the farms in England. The barns are so constructed that they tie up their cattle under the corn and hay lofts. I have seen barns that will accommodate fifty head of horned cattle (a stall for every one), with root-house. They generally have a pump in the centre, with troughs in front of the cattle; the water, by pumping, runs through these troughs from one to the other.’

The surface of the country is much diversified in flood and field, by hills and mountain ranges, rivers,

QUEBEC.

Rivers and
mountains.

lakes, waterfalls, and rapids. There are two principal mountain ranges which run in an easterly and westerly direction; being, to the south of the St. Lawrence, the Nôtre Dame or Green Mountains, and to the north, the Laurentian range. The magnificent St. Lawrence River flows like a main artery through the province, from east to west. Forming the western provincial boundary, the River Ottawa, a splendid stream of 800 miles in length, debouches into the St. Lawrence, and further on down stream to the right the latter receives the Richelieu River, which has its source in Lake Champlain, the St. Francis, which rises in Lake Memphremagog, and the Chaudière, the outlet of Lake Megantic. Flowing into it from the left bank are the St. Maurice, the Batiscan, and the Saguenay.

Divisions.

Quebec, as will be seen by reference to the map, is by its great artery the St. Lawrence, naturally divided into two rather unequal parts, that which lies north of that river being by far the larger but less populous. For civil purposes it is further divided into parishes, townships, counties, and districts.

The parishes are of French and the townships of English origin. The parish and township municipalities comprised in a county, form what is called a county municipality, the affairs of which are managed by councillors. Each county sends one member to the Dominion Parliament every five years, and one to the Local Legislature every four years.

The province is divided into sixty counties and sixty-five electoral districts, as follow:—

Counties and Constituencies	Population in 1881	County Towns
Argenteuil	16,062	Lachute
Bagot	21,199	St. Hugues
Beauce	32,021	St. Francois
Beauharnois	16,005	Beauharnois
Berthier	21,838	Berthier
Bonaventure	18,068	New Carlisle
Bellechasse	18,069	St. Michael
Brome	15,827	Knowlton
Chambly	10,859	Longueuil
Carried forward . .	169,948	

Counties and Constituencies	Population in 1881	County Towns
Brought forward . . .	169,948	
Champlain	26,937	Batiscan
Charlevoix	17,901	St. Paul's Bay
Chateauguay	14,393	St. Martine
Chicoutimi }	32,409	{ Chicoutimi
Saguenay }		{ Tadonsac
Compton	19,581	Cookshire
Dorchester	18,710	Ste. Henedine
Drummond }	37,360	{ Drummondville
Arthabaska }		{ St. Christophe
Gaspé	25,001	Perce
Hochelaga	40,079	Longue Pointe
Huntingdon	15,495	Huntingdon
Iberville	14,459	St. Athanase
Jacques Cartier	12,345	Pointe Claire
Joliette	21,988	Joliette
Kamouraska	22,181	Kamouraska
La Prairie	11,436	La Prairie
L'Assomption	15,282	L'Assomption
Laval	9,462	Ste. Rose
Levis	27,980	Levis
L'Islet	14,917	St. Jean Port Isle
Lotbinière	20,857	Lotbinière
Maskinonge	17,493	Rivière du Loup
Megantic	19,056	Leeds
Missisquoi	17,784	Frelighsburg
Montcalm	12,966	St. Julienne
Montmagny	15,268	St. Thomas
Montmorenci	12,322	Château Richer
Montreal C.	25,078	Montreal
" E.	67,506	"
" W.	48,163	"
Napierville	10,511	Napierville
Nicolet	26,611	Becancour
Ottawa	49,432	Hull
Pontiac	19,939	Bryson
Portneuf	25,175	Cap Santé
Quebec, C.	17,898	Quebec
" E.	31,900	"
" W.	12,648	"
Quebec Co.	20,278	Charlesbourg
Richmond }	26,339	{ Richmond
Wolfe }		{ Dudswell
Richelieu	20,218	Sorel
Rimouski	33,791	Rimouski
Rouville	18,547	Marieville
Carried forward . . .	1,137,645	

QUEBEC

Counties and Constituencies	Population in 1881	County Towns
Brought forward . . .	1,137,645	
St. Hyacinthe . . .	20,631	St. Hyacinthe
St. John's . . .	12,265	St. John's
St. Maurice . . .	12,986	Yamachiche
Shefford . . .	23,223	Waterloo
Sherbrooke . . .	12,221	Sherbrooke
Soulanges . . .	10,220	Coteau Landing
Stanstead . . .	15,556	Stanstead
Temiscouata . . .	25,484	Isle Verte
Terrebonne . . .	21,892	St. Jerome
Three Rivers . . .	9,296	Three Rivers
Two Mountains . . .	15,856	Ste. Scholastique
Vaudreuil . . .	11,485	Vaudreuil
Verchères . . .	12,449	Verchères
Yamaska . . .	17,091	St. Francis du Lac
Total Population . . .	1,358,310	

The official figures are 1,359,027, between which and the census returns per county there is a difference of 17,391.

Total area of above counties, 120,764,651 acres.

Climate
and soil.

This province is further subdivided into five land districts or main centres for purposes of colonisation and settlement. These are briefly treated on p. 140.

The rigour of the Lower Canadian winter has been very much exaggerated. The province of Quebec, especially, may be said to furnish the climatic *pièce de résistance* for attacks on the Canadian winter. Its people are certainly amongst the hardiest and most vigorous to be met with on the American continent, or, indeed, in the world. The snow, far from being a disadvantage, is almost as valuable a covering as manure, and the effect of the winter's frost and snow is to make the land more friable, and to impart to the soil the vigour which makes the northern vegetation of the colony so sudden and luxurious. The soil is naturally rich, and susceptible of the highest cultivation. In point of quantity and quality the crops in Quebec compare favourably with those of other parts of the Dominion. Overcropping and reckless farming, combined with ignorance of the more modern and improved systems of cultivation, have in some districts impoverished a soil otherwise fertile.

The summers, like the winters, are also decided, but most enjoyable. It may be observed that these decided climatic tendencies seem to produce an effect of another kind also, which is not least, among the enjoyable features of the country. In no part of the world is the atmosphere clearer, or the 'skies,' clouds, sunrisings and sunsets, more captivating. Fruits and vegetables which cannot be ripened in the open air in England come to maturity in Quebec. The length of season in which labour may be performed in the field is apparently greater in Great Britain. The province is also wholly free from fever and ague and from the low malarial fevers which so frequently visit settlers in the western United States. An instance illustrative of its fine climate is that the sparrow at all seasons of the year may be seen flitting about.

QUEBEC.

Seasons.

Productions, etc.

THE products of the forest constitute the second most important interest of this province—agricultural products alone aggregating a greater value. The timber regions of Gaspé, Labrador, and the Upper Ottawa, under judicious management, must long continue to be a fruitful source of revenue to both Quebec and Ontario—especially to the former. Thus far the great hindrance in the path of the enterprising lumber merchant who acquires timber limits, has been the difficulties and cost of getting the product of his capital and skill to market. It is estimated that there are still upwards of 100,000 square miles of timber territory within the province awaiting purchase. These form the preserves, so to speak, from which this staple provincial trade is fed. It may be well here to mention that the Government never relinquishes the *fond* or proprietary right over these timber-lands, but merely leases the usufruct.

Forests,
timber, &c.

The leases, under the present system, continue in force twenty-one years, with the right of renewal (usually sale by auction to the highest bidder) under certain conditions. A most useful list of the timber and ornamental trees of Quebec province has lately been prepared by Dr. G. M. Dawson. It forms part of the report for 1879 of the Montreal Horticultural Society.

The lumberman is a most valuable pioneer and agent

QUEBEC.

in settling the country; the operations of a lumbering camp furnish employment for the settler, and a profitable and ready market for his products. The forests are divided into 'limits' embracing a certain number of square miles. The numerous streams which intersect the country serve to float the logs and timber to market.

The districts watered by the Saguenay, the St. Maurice, and the tributaries of the Ottawa from the east, are the principal lumbering grounds. Lumbering operations are carried on in winter, and about 30,000 men are yearly employed in the business. During the summer months the logs and timber are floated down to the various 'coves,' saw-mills and markets. The average value of the timber exported is about 10,000,000 dols.

Mines.

Mining in Quebec is still in its infancy. In 1876—the last year for which we have any official return—the yield of all mines in the province is said to have been 365,546 dols. Within the past four years this department of industry has shown signs of revival and extension. During 1879 no less than 680 licences were issued to eighteen different companies for mining in the seignories of Rigaud, Vaudreuil Parish, St. Francis of Beauce. On the Du Loup river hydraulic mining is being prosecuted by New York capitalists. The total reported product for the year amounted to 32,972 dols., which sum, the division-inspector states, represents only about one-half the amount actually obtained.

The Chaudière gold district, situate fifty miles south of Quebec city, comprises about 8,000 square miles, and is attracting much attention at the present time.

Minerals.

Recent explorations and surveys, extending over an area of 3,500 square miles on both sides the St. Lawrence, give promise that at no very distant day Quebec will take high rank as a mining country.

Valuable beds of apatite, containing phosphate of lime, which is valuable as a fertiliser, exist in Hull, Templeton, and Buckingham townships, and hopes are entertained of successfully working them. The phosphate beds of the Ottawa valley are rapidly being developed. Geological surveys of the rocks comprising the Quebec group are now in progress by Messrs. Selwyn, Richardson, Vennor, and Hitchcock. On the whole, it may be said that the mineral resources of

this province are well worthy the attention of Old World capitalists. Immense beds of mineral pigments and ochres occur at Ste. Anne de Montmorenci, Cap de la Magdeleine, Pointe du Lac, Vaudreuil, and in the Eastern townships. Iron ore is found in most of its varieties and in great quantities. Magnetite at Hull, Buckingham, and other places on the Ottawa; bog ore on the St. Maurice and Eastern townships and Vaudreuil, as well as hæmatite (soft) and brown hæmatite, and magnetic ironsand at the Moisie River in the Gulf. Asbestos is found at Lake Megantic and in other parts of the townships. Plumbago is plentiful at Buckingham. In the valleys of the Lievre and Gatineau there are vast deposits of apatite or phosphate of lime, yielding first-grade ore, from 70 to 90 per cent., which are attracting attention, and recently a French company has secured 100,000 acres for the purpose of mining. The copper sulphuret deposits of the Eastern townships are very extensive.

Cereals, hay, and green crops grow everywhere in abundance. The total quantity of wheat grown in 1877-78 was about 2,068,000 bushels; barley, 1,668,208; oats, 15,116,262; rye, 458,970; peas, 2,205,585; beans, 79,050; buckwheat, 1,676,078; corn, 603,356 bushels. This is the produce of less than 250,000 acres. A total of 128,185 acres produces 18,068,323 bushels of potatoes, of turnips 812,073, and of other root crops 597,160 bushels. An acreage of 1,211,953 produces 1,224,640 tons of hay and grass, and of clover seed about 143,535 bushels. The melon and tomato grow and fully ripen in the open air. Indian corn, hemp and flax, and occasionally tobacco, are also grown and yield fair returns in favoured localities. The extent of the farms in Quebec average about 100 acres. These farms in the older settlements are worth from 2,000 to 4,000 dols. a-piece.

With a view to stimulate the settlement of British farmers in this province, the Government has lately made a special appropriation of 100,000 acres and despatched a special commissioner to England to organise a party. Something more than this is necessary, however, to stem or even turn the tide which is setting in to the newer and more immediately productive lands in the North-West Territories.

Cattle-breeding is becoming an important occupa-

Agri-
culture.

Stock-raising.

QUEBEC.

tion in Quebec, and the province has sent to England a class of cattle unsurpassed by her own best breeds. The lands in the eastern townships, 'the Garden of Quebec,' and north of Ottawa, for pasturage, are of special excellence. They embrace nearly one million acres, and are offered at from 2s. to 2s. 6d. an acre. It is undeniable that the eastern townships possess advantages for the settlement of a robust, thrifty class of farmers, which are well worth their careful consideration. Briefly stated these advantages are—their contiguity to the seaboard, and therefore to the European as well as domestic markets, the steady, equable climate, and the proximity of manufacturing privileges. In Chambly county five butter and two cheese factories have been started since 1878. Dairy-farming is yet in its infancy, but the active co-operation and aid of the Government is giving to agriculture an impulse which must result in very important consequences to the province.

Commerce,
manufac-
tures, &c.

The geographical situation of the province, added to its great water power and cheap living, and the fact that its ports are situate at the foot of inland and the head of maritime navigation, render Quebec a field where manufacturers with sufficient capital can do well. As the province is the leading mercantile and financial section of the Dominion, so is it declared to be the leading manufacturing centre. Lumber, as already stated, constitutes the staple article of produce. Next in point of value and importance rank stoves, pig iron, india rubber goods, cloth, linen, chemicals, soap, leather, boots and shoes, cotton, and woollen goods, and all descriptions of agricultural implements, wooden ware and furniture. Fully four-fifths of this trade is centred at Montreal. In looking at the figures representing the export and import trade of Quebec, it will be well to consider its importance as the central province and assorting market of the Dominion. The export trade in 1876 amounted to 37,876,815 dols., and the import trade to 35,035,091 dols. The principal manufacturing centres and points next to Montreal and Quebec are Richmond and Sherbrooke, Three Rivers, St. John's and St. Hyacinthe, Valleyfield, Kingsey and Windsor Mills. It may be asserted in all fairness that the banking and

other financial institutions of Quebec are the chief institutions of the kind in Canada. The shipbuilding industry of the province is well known, and so, too, is the manufacture of timber, or, as it is commonly called, the lumber trade; but a summary statement of the exports will, perhaps, give a better insight into the commerce of Quebec than mere words. The figures in 1876 stood thus:—

Exports.

	\$
The Mines yielded . . .	365,546
The Fisheries . . .	2,751,962
The Forests . . .	11,047,082
Animals and their produce . .	7,487,027
Agricultural products . . .	8,672,358
Manufactures . . .	2,389,446
Miscellaneous articles . . .	225,802

This does not include coin and bullion.

The provision trade of the St. Lawrence, dependent as it largely is upon the development and progress of the interior and the agricultural and pastoral industries of the entire province, has — during the past season (1879–80) a very marked enlargement.

The exportation of live stock from Montreal has been as follows:—

	1880	1879	1878	1877
Cattle . .	40,749	24,823	18,655	6,940
Sheep . .	68,151	78,792	41,250	9,599
Swine . .	—	4,745	2,078	430

The returns for 1880 are to October 8 only.

The increase of numbers is not the most gratifying part of it, but the fact that of the 18,655 cattle exported in 1878 fully one-half were American cattle, whereas in 1880 they were all Canadian. The shipments of cereals also showed a very considerable increase:—

	1879	1878
Flour, barrels . . .	626,593	602,658
Wheat, bushels . . .	9,535,144	5,749,347
Corn . . .	4,004,708	5,612,990
Peas . . .	2,402,891	1,905,086
Oats . . .	618,531	918,946
Barley . . .	413,592	208,239
Rye . . .	333,491	38,267
Total . . .	17,308,357	14,432,875

QUEBEC.

The great feature in the development of the grain ship-
ments was the establishment of a direct export trade
with European Continental ports, instead of serving
them, as heretofore, through agents or middlemen in
England. The remaining shipments in provisions
were :—

	1879	1878	1877
Cheese, boxes	515,360	455,449	398,138
Butter, packages	180,863	101,596	87,245

Some of the shipments of cheese, however, were not
Canadian, but American, from the counties bordering
on the St. Lawrence, and from Wisconsin, which were
attracted to this route by the more favourable freights.

Shipping.

During 1879 there were built and launched in this
province twenty-nine vessels, measuring 7,421 tons.
The following is a list of the provincial ports, with the
shipping and tonnage belonging to each :—

	Ships	Tons
Amherst	33	1,265
Gaspé	44	2,833
Montreal	1,007	130,133
New Carlisle	32	1,932
Percé	3	230
Quebec	856	109,632
Total	1,975	246,025

These figures are exclusive of the craft engaged in the
fisheries. Of these there were at the close of 1877 up-
wards of 400 vessels and 16,000 boats, giving employ-
ment to nearly 12,000 men.

**Land
system.**

The land area of Quebec is thus classified :—

	Acres
Old seignories, now held in fee simple	10,678,391
Crown sales and grants	10,153,781
Crown lands	99,767,878
	120,600,050

About 5,720,939 acres of the Crown lands have been
surveyed and subdivided into farm lots, and are now
offered by the Government partly for sale and partly in
free grant.

**Crown and
wild lands.**

These lands may be purchased at prices ranging
from 20 to 60 cents per acre, on the following conditions.
One-fifth of the purchase-money payable on day of sale,

QUEBEC.

Land
grants.

the remainder in four equal annual instalments, with interest at 6 per cent. The purchaser must take possession within six months from the date of sale, and must reside on the land for two years. During the first four years the settler must clear and cultivate ten acres for every hundred acres so held, and erect a habitable home at least 16 ft. by 20 ft. in extent. In the case of Free Grants the exceptions are trifling. Pamphlets containing full particulars and instructions in regard to the acquisition and cultivation of Crown lands in the province may be had on application to the Commissioner of Crown Lands, Quebec. The emigrant who enters upon the occupation of an uncleared farm must expect that eighteen months, or a year at the very least, will expire before he can get a return from his land. Such being the case, it would be highly imprudent for a family of five or six persons to settle on a lot of wild land, unless they possessed at least 200 dols. While he is clearing his own lot, the settler may find occasional work, either in working for a more fortunate neighbour, or on a colonisation road, or by hiring for a month or two during the winter season with a lumber merchant. Fish and game are very abundant, and with these, at certain seasons, the settler may furnish his table. The cost of clearing, when it is done by contract, is about 10 dols. per acre. A skilled farmer who has not the means of purchasing a farm, or settling at once upon uncleared land, will find many proprietors prepared to lease their farms, or to farm on shares. The English immigrant who selects as his home the Eastern Townships will find himself in the midst of his own countrymen, and in a section of Canada which, in every respect, is, for all practical farming purposes, unsurpassed on the continent of America. In the townships there are still upwards of three-quarters of a million acres of land for sale at from 50 cents (2s. 4½d.) to 60 cents (3s. 4d.) per acre.

Eastern
townships.

There are also lands held by the British American Land Company. On the other hand, 'improved farms' may be purchased by the larger capitalist, with a house, barn, stables, fences, &c., already built, and with crops already growing, and everything in readiness for immediate farming operations. The actual purchase money varies, naturally, according to circumstances. The

Improved
farms.

QUEBEC.

reason why these farms are open for sale is that there is a constant tendency among the original settlers, or 'pioneers,' after clearing a homestead and remaining there for a few years, to move westward, either from a love of adventure or for the sake of obtaining a larger area for the settlement of their sons. Having completed the period of settlement necessary for acquiring absolute possession of their land, and improved its market value, these old colonists seize an opportunity of selling it at a price, in order to proceed to the new lands continually opening up, which they and their sons may secure, as already pointed out, for a merely nominal sum. It is this spirit of progress and advancement which has through past generations made the British Empire what it is, and at the present time these circumstances afford an opportunity to tenant farmers at home which many of them will not be slow to seize.

Soil and
products.

The soil of the Eastern Townships is very fertile and susceptible of the highest degree of cultivation. The features of the country are rolling, having the appearance, when viewed from an elevation, of an upheaval of immense waves suddenly stilled; these slopes and valleys, before they were cleared, were covered with a luxuriant growth of those kinds of forests which in America are known as a sign of naturally drained soil and great fertility. There are many kinds of wood in the forests, among which the following may be enumerated—maple, hard and soft; birch, elm, ash, spruce, bass-wood, butternut, hickory, cedar, tamarac, &c. These woods are of great value for making agricultural implements, &c., and supply numerous local factories for the manufacture of tools, carriages, furniture, &c. Contiguous to these woods are numerous streams, affording water-power for mills or factories. The country is literally intersected with streams and rivulets, the waters of which are clear and cold, and the home of the red trout. There are also numerous lakes of very great natural beauty; one of them, Lake Memphremagog, compares with, if it does not exceed, Loch Lomond in loveliness of scenery. Megantic and Massawippi lakes, as well as the streams, are rich in valuable fish. In a word, for natural beauty of landscape the Eastern Townships may compare with any part of the world. Grapes may also be grown in the open

air, and the conditions are favourable for their culture. Apples and the ordinary small fruits will not only grow in great abundance, but the conditions of the country are specially adapted to their production. Grazing and stock-raising have, however, been special features of agriculture there; and the ordinary cereals—wheat, oats, barley, &c.—are growing in great abundance. Sheep and cattle are raised in great numbers, and have largely contributed to the export trade in live meat to England which has sprung up of late years. Excellent cheese and butter are produced, and sent in vast quantities to the United States and also to Europe; while the wool from the sheep supplies a number of woollen factories in the district. Blankets and flannels are the principal manufactures.

QUEBEC.

Farming.

As regards climate this part of the Dominion is very favourably situated; the southern frontier is on the parallel of 45° N., corresponding to the latitude of the south of France.

The Eastern Townships were originally settled by United Empire Loyalists, who left the United States at the time of their separation from England, and who made thereby enormous sacrifices to preserve their allegiance. From that root the spirit of loyalty to the Crown has continued to grow and spread. That original stock has been replenished and added to by immigrants from all parts of the United Kingdom; and people from the British Islands going to settle there will find themselves at home among men speaking their own language and in sympathy with their feelings, customs, and laws. There are many French Canadian settlers in the townships who live in the most perfect harmony with their brethren who speak the English tongue; but this may be said to be a particularly 'English' portion of the province of Quebec.

The Loyalist settlers.

Notwithstanding the comparatively small portion of the land under cultivation, the great bulk of the rural population live by agriculture. The extent of the farms generally is 200 acres; farms in the older settlements being worth, as a rule, from 2,000 dols. to 4,000 dols. The sons of farmers invariably push back into the new settlements, where a partially cleared farm may be purchased for about 200 dols.; or purchase a lot from the

QUEBEC.

Crown Lands Department at a cost of between 30 or 40 cents (1s. 3d. to 2s. sterling) per acre; or take a *free grant* of 100 acres along one of the colonisation roads. Of these there are thirteen, named as follows:—Taché-Temisconata, Metapedia, Kempt Matame and Cap Chat, Elgin, Etchêmin, Mailloux, Ware and Langevin, Lake St. John, Maritime South and North Shore, Kennebec. On these roads 17,424½ acres were located during 1879.

Colonisation
Centres.

There are five main centres of colonisation:—(1) *The Valley of the Saguenay*—The extent of land surveyed and disposable in this district is about 616,600 acres, the price of which is about 20 cents (10d. sterling) per acre; (2) *The Valley of St. Maurice*—There are in the Townships of this district, surveyed and divided into farm lots, 441,200 acres of land for sale at 30 cents (1s. 3d. sterling) per acre; (3) *The Valley of the Ottawa*—The number of acres surveyed and divided into farm lots actually to be disposed of in this district is 1,358,500 acres, the price of which is 30 cents per acre; (4) *The Eastern Townships*—In this rich grazing district there are 850,000 acres of wild land, which the Government is prepared to sell at a moderate rate: the Government lands in this section sell at from 50 cents to 60 cents (2s. 1d. to 2s. 6d. sterling) per acre; (5) *Gaspé*—In this district the Government offers for sale 491,100 acres of land, at the rate of 20 cents or 30 cents (10d. to 1s. 3d. sterling) per acre. Besides this, on the south shore of the Lower St. Lawrence, the Government offers for sale 1,423,200 acres at 30 cents (1s. 3d. sterling) per acre. A Homestead law is in force which exempts from seizure under certain conditions the property of emigrants.

The lands in St. John district, situate north of the City of Quebec, from which a railroad is in course of construction, and in the Ottawa Valley, are also attracting attention rapidly, especially in those parts opened up by the Q. M. O. and O. Railway. A vast territory of fertile land has also been opened up by the Intercolonial Railway, in the county of Rimouski. The townships along the line of the Quebec Central and the St. Francis and Megantic and International Railways offer superior inducements to settlers.

The Government, having 129,000,000 acres of land

at its disposal, performed the best service a Government can perform by making an effective survey. Having divided into farm lots 6,400,000 acres of land, it next caused the greater part of this territory to be traversed by colonisation roads, founded agricultural societies, and enacted a law to give aid to intending settlers. It has laid the basis of a most important railway communication; spends thousands of dollars also, yearly, in promoting education. There are no questionable titles in Quebec, so that the purchaser from the Crown has nothing to fear.

QUEBEC.

Inducements to immigrants.

The comparative labour and cost required to purchase and put ready for successful cultivation a small farm in the North-West Territories and in the Eastern Townships of Quebec, are thus stated by a recent writer who has given much attention to the subject.

IN THE NORTH-WEST TERRITORIES.**Land Free.**

Breaking up 10 acres, at two dollars and a half per acre	\$25.00
Barn and stable	300.00
House materials	\$260.00
Labour	40.00
	300.00
Total	
	\$625.00

IN THE EASTERN TOWNSHIPS.**Purchase of 160 acres at 40c., \$64**

Clearing 10 acres of land at \$15 per acre	\$150.00
(This means making the land fit for cropping.)	
Cost to build a good block house 20 x 24	\$ 80.00
Cost to build a good barn, 25 x 35	100.00
Cost to build a good stable	40.00
	\$284.00
	\$434.00
Difference in favour of Eastern Townships	191.00
	\$625.00

The following railways are wholly or partially operated within the province:—Grand Trunk; Intercolonial; Quebec, Montreal, Ottawa, and Occidental;

Railways
and canals.

QUEBEC.

Quebec Central; International Lawrentian; Montreal and Vermont Junction; South Eastern; Stanstead, Shefford, and Chambly; St. Lawrence and Industry; and the Montreal, Portland, and Boston.

Canals.

These various lines comprise over 1,500 miles, to the construction and maintenance of which the Government and municipalities have contributed over 13,000,000 dols. A large sum has been expended in the construction of public works in the province, the most noteworthy of which are the canals, and particularly the submerged canal in Lake St. Peter, below Montreal, which has been excavated by steam at an enormous expense, to enable vessels drawing 22 ft. of water to reach that port from the sea. It has a length of 16½ miles, and a width of 200 ft. The last stone of the Chaudière railway bridge has just been laid. This bridge is 3,800 ft. in length, exclusive of 900 ft. of work on the islands. There are eleven piers, and four abutments.

Political Geography.**Government.**

THE public affairs of this province are administered by a Lieutenant-Governor (Hon. Theodore Robitaille, M.D.), an Executive Council of seven members, a Legislative Council of twenty-four life members, and a Legislative Assembly of sixty-five members.* The present premier is the Hon. J. Alfred Mousseau, Q.C., who succeeded Hon. J. Adolphe Chapleau, D.C.L., Q.C., July 31, 1882.

Education, &c.

Public instruction is under the direction of a member of the Provincial Government, called the Superintendent of Public Instruction, who is assisted by a Council of twenty-one members, appointed by the Lieutenant-Governor; of these fourteen are Catholic and seven Protestant.

The separate school system prevails to the utmost satisfaction of all creeds and classes in the province of Quebec. Primary education is compulsory, so far that every citizen is bound to contribute to its maintenance a moderate sum, which is assessed on his property. To poor municipalities 8,000 dols. per annum are allowed. There are three normal schools—two Roman Catholic

* See County and Constituency Divisions on pp. 128-130.

and one Protestant, where 640 school teachers are trained. There are nearly 4,453 primary schools, attended by about 200,000 pupils; about 225 secondary and 115 model schools, attended by 11,500 pupils. Besides these there are special schools, lyceums, commercial schools, and schools of agriculture. These number about 150, and are attended by 3,000 pupils. The whole number of scholars in attendance in 1879 amounted to 237,489. The total number of educational institutions giving instruction in 1878 was 4,681, attended by 234,828 pupils, independent of 211 libraries, containing 130,000 volumes. There are fifteen superior schools in Quebec, where the classics are mainly taught; twelve are Catholic and three Protestant. The Roman Catholic schools owe their existence to the generosity of the Catholic clergy. The first was opened at Three Rivers by Père de Plessis, the next at Quebec by Père le Jeun in 1632. The professors are nearly all ecclesiastics, and are content to receive a remuneration of 40 dols. per annum. This explains the low rate paid by pupils for board and tuition, which is about 100 dols. per year. There are three universities in Quebec, two of which—McGill, founded 1827, and Bishop's, founded 1843—are Protestant, and one Roman Catholic. The Catholic University of Laval was founded in 1854 by the Seminary of Quebec (1678), and is maintained, without State aid, by that important college.

The law provides that if at any time ten Catholic or five Protestant members of the Council shall be of opinion that their respective educational institutions should be separately managed, they shall be separated. The council thus resolves itself into two, so that the members of the different religious creeds shall have the exclusive management of the schools of their respective denominations. Nothing, however, thus far indicates a desire to put into operation this clause of the law which provides for separation; on the contrary, the most friendly relations exist among the gentlemen of different religious denominations who constitute the council.

The religious and charitable institutions form a pleasing feature in Quebec. There is, as might be expected, a very large preponderance of Roman Catholic

Religious
instruction.

QUEBEC.

establishments, to meet the demands of the population, four-fifths of whom are Catholic. With the earlier missionaries came the Sœurs Hospitaliers to care for the sick, and the Ursuline Sisters to attend to female education and assist in civilising the Indians. By the side of the Roman Catholic institutions have grown up and prospered those of other religious communities, between which and the Roman Catholic institutions no rivalry exists except in doing good. The province devotes a large sum to the support of charitable institutions.

Judiciary.

For judicial purposes the province is divided into twenty districts, each district having equal jurisdiction in all matters, except as to revision and appeal. The Supreme Court of Canada, established by 38 Vict. c. 11, is composed of a chief justice and five puisne judges, and has four terms. There are two chief justices in Quebec—Queen's Bench (Sir A. A. Dorion) and Superior Court (Hon. W. Collis Meredith) and sessions are held at Montreal and Quebec. A Dominion Law Society was formed at Ottawa June 6, 1879, and is now fully organised.

Population.

At the last census, taken in 1881, the population of Quebec amounted to 1,359,027 souls. Of these 929,817 were of French origin, 69,822 of English, 49,458 of Scotch, 123,478 of Irish, and the remainder of other origins.

Classified according to religion, the population of the province is composed of 1,019,850 Catholics and 171,666 Protestants. There is also a considerable 'sprinkling' of United Empire Loyalists, whom the War of Independence in the United States caused to emigrate to Canada. To recompense their allegiance the British Government granted them magnificent grants of land in the Eastern Townships of Quebec, and in the peninsula formed by the great lakes of Ontario. In this way there exists to-day in the province a mixed population consisting of French and English speaking people.

Indians.

In 1871 the Indian population of Quebec was returned at 8,657. They now number 11,089; of these 4,024 reside on reserves. The Naskapees of the Lower St. Lawrence, and the Iroquois of Caughnawaga, are the most numerous tribes. There are about 600 Micmacs settled at Restigouche and Gaspé Basin.

QUEBEC.

Points of
interest.

The chief attractions and points of interest of this province, and indeed of the whole St. Lawrence valley, for the tourist and sportsman, are readily accessible from Quebec and Montreal as centres of travel. They are the citadel of Cape Diamond, Plains of Abraham, and Wolfe's monument, fortifications, gates, &c., and Montmorenci and Chaudière Falls. Both the latter are a short distance from the city. In and round Montreal the chief objects of interest to visitors are the Victoria tubular bridge, the mountain, cathedral of Notre Dame, and Bonsecours market and quay. The Saguenay River, Rivière du Loup, Tadousac, Murray Bay, and Cacouna, and the Thousand Islands—the former 130 miles below Quebec, and the latter 130 miles above Montreal—afford two of the most picturesque tours in the province.

There are many inducements to sportsmen in the salmon and speckled trout fishing of numberless streams both north and south of the St. Lawrence; the moose grounds of the eastern part of the province bordering on New Brunswick and Maine; and the wild fowl found everywhere in the marshes of the numerous streams. The tourist will not fail to be attracted by the grand and beautiful sights of nature.

The winter sports of this province are most enjoyable. Sleighing, skating, and toboggining, and coasting or sledding, are among the exercises and pastimes most indulged in. During the winter months, November to March, the trees are frequently covered with frost. Nothing more brilliant or artistic can be imagined than the effect of the sun's rays on a cloudless calm day on the frost-clad boughs. At such times every particle of the icy crystals sparkles with the refulgence of a Koh-i-noor, and all nature seems literally decked with diamonds. A 'thing of beauty is a joy for ever.'

Winter
sports.

No sketch of Quebec Province, however elaborate or exhaustive in other respects, could possibly be considered complete which did not treat in more or less detail of its scenery. Nor could we expect to be forgiven by our friends of the gun, rod, and saddle, if we turned from the natural history of Eastern Canada without some reference to the opportunities it affords for the pursuit of their favourite pastimes. Quebec has an area equal to nearly twice that of Great Britain and

Tourist at-
tractions.

QUEBEC.

Ireland. In such an extent of country the stranger will naturally look for great diversity of scenery. Nor will he look in vain. Mountains and valleys, rivers and lakes, waterfalls and rapids, forests and plains, combine in wonderful and pleasing variety, and form a natural panorama of most picturesque diversity and rugged beauty.

Quebec
City.

The chief attraction in the picture to very many will, no doubt, be the sight of Quebec City—the 'Ancient Capital'—itself. Although more than two centuries and a half old it looks as newly finished as if Champlain had just left it.

In the bright, crisp, untainted air of the St. Lawrence Valley, citadel, cathedral and college, even the cottage and cabin of the humblest *habitant* all have the appearance of having been freshly painted yesterday.

Not altogether improperly, outsiders regard Quebec as common property—as a bit of the Old World transferred to the New—tucked away carefully for safe keeping as it were in this remote corner of the continent, and to be religiously preserved from all iconoclastic desecration, especially from that phase of the latter which, with some, goes by the name of modern improvement, but passes for wanton Vandalism with others. They wish to have to say of Quebec at the present day, as Longfellow sang of Nuremberg of yore, that it is a

Quaint old town of toil and traffic,
Quaint old town of art and song.
Memories haunt thy pointed gables,
Like the rooks that round them throng.

Historically, Quebec is the most interesting city in the British possessions. Situated 360 miles from the mouth of the St. Lawrence, and 180 miles below Montreal, it was once the capital of French dominion in America, and for a long period the capital of the lower or eastern province of Canada. It is still the provincial capital. Though shorn by recent changes of much of its political, as well as of very much of its commercial, importance, it is still, historically, one of the most interesting and picturesquely unique cities on the continent of North America. Approached either by

steamer or railway, the view of the citadel and ramparts, crowning Diamond Point, leaves an impression on the visitor which no amount of subsequent sight-seeing is likely soon to efface.

No city which the New World tourist is likely to visit in the course of his journeying so impresses, by the startling peculiarities of its site, or the novelty of its physical aspect, or stamps that impress so indelibly on eye and memory, as the quaint old citadel, which has very appropriately been called the 'Gibraltar of the New World.' Whether seen from below, in ascending the river, or from the railway station and steamer landing, at Point Levi, the picture it presents to the visitor is equally novel and impressive. Thus viewed, the upper and lower towns are no imaginary divisions, but altogether separate and distinct *quartiers*, the former crowning the lofty promontory of Cape Diamond, with its double line of massive ramparts, and containing the civil and fashionable quarters, with the public buildings and fine residences; the latter extending along the narrow strip of land beneath the cliffs and under the beetling walls as far as the suburb of St. Roche. From the Dufferin and Durham Terrace, or, indeed, from any of the prominent ramparts and terraces of the upper town, the view downward upon the wide wooden quays and tortuous, narrow streets of the lower town, crowded with carioles and caleches, and busy throngs, dwarfed to pigmy proportions by the dizzy height, while the eye wanders to the blackened throats of ponderous chimneys, the well-worn flights of breakneck-looking steps, and upon the moss-overgrown roofs of the time-browned and grimy buildings, is one to be studied with the eye of an artist, and to be long remembered.

The city was founded by Samuel de Champlain, the French geographer and navigator, in 1608, on the site of the Indian village of 'Stadicona,' at the confluence of the St. Lawrence and St. Charles Rivers, which Jacques Cartier is said to have first visited in 1535. Its form is triangular, the base resting on the memorable Plains of Abraham, and the St. Lawrence and St. Charles Rivers upon either side. A massive wall of hewn stone, nearly three miles in length, with projecting bastions and frowning cannon, pierced by five massive gates, encloses

Citadel and gates.

QUEBEC.

the better portion of the upper town. Prescott, Palace, and Hope gates communicate with the lower town. Through St. Louis gate, newly restored, the suburbs, in the direction of the Plains of Abraham, are reached. St. John's gate leads to the suburbs of St. Roche, Beauport and Montmorenci. Through these two gates the remnants of Montcalm's shattered forces made their retreat from the Plains of Abraham to their camp at Beauport. Near Palace Gate a painted board marks the spot where Montgomery fell, Dec. 31, 1775. St. Peter Street is the principal thoroughfare of the lower town, and St. John and St. Louis Streets the leading avenues of the upper town. Kent gate is still under construction. The St. Foye and St. Louis roads (*Grand Allée*) are lined with fine residences, and afford pleasant drives.

Suburban
walks and
drives.

The Citadel, Mount Hermon Cemetery, Plains of Abraham, the Public Garden with Wolfe's and Montcalm's Monuments, Governor's Garden, Place D'Armes, and English Cathedral, Ursuline Convent, University of Quebec, and the Custom House and Exchange, in the lower town, constitute the show-sights of the city. The Literary and Historical Society has a valuable library of 12,000 volumes, besides magazines, reviews, &c. It is open daily to visitors on a member's introduction. The Geographical Society has been recently organised, and numbers nearly 300 members. Delightful drives may be had to Montmorenci Falls and the battle-ground, Montcalm's Cottage on the Beauport Road, round the Isle of Orleans (19 miles long and $5\frac{1}{2}$ miles wide), Chaudière Falls, and the Indian village of Lorette. At the confluence of the St. Charles and Lairet Rivers, on the road to Lorette, Jacques Cartier wintered and left one of his ships, the *Petite Hermine*, 1535-36. A census of the settlement (which dates from 1697), taken in 1879, returned 336 as the total population of the village. An interesting sketch of a visit to Indian Lorette is given by J. M. Le Moine in his recently published 'Historical Notes on the Environs of Quebec.' The drive round the lovely Isle of Orleans, and that to Montmorenci are among the most delightful experiences of the tourist's visit to the Valley of the St. Lawrence. A sleigh and 'toboggan' party to Montmorenci constitutes

the 'sensation' of the winter season, and to the true lover of innocent sport is worth the Atlantic voyage to experience. The hotels are the *St. Louis* and *Russell*. A new hotel, which is much wanted in this delightful old city, is shortly to be built on the Dufferin Terrace to the east of the citadel and officers' quarters. It is to be called the Château or Hotel St. Louis. It will occupy the site of the ancient château, built by Champlain in 1624, and burnt down January 23, 1834. The view from the windows of this building when complete will be at once extensive and picturesque, commanding a view of the noble river and opposite shore for many miles. The population of Quebec is about 65,000.

 QUEBEC.

 Hotel St.
Louis.

Point Levi, opposite Quebec, marks the site where General Arnold encamped in 1775, in his foolish attempt to dislodge the British forces within the city.

Point Levi.

Chaudière Falls, 9 miles below Quebec, are best reached *via* Point Levi. The Chaudière River is 400 feet wide, and the fall 130 feet.

 Chaudière
Falls.

Montmorenci Falls are 8 miles from Quebec, *via* Beauport, and afford a charming drive. They are situated in a beautiful nook in the river bank, and are nearly 250 feet in height. In winter the spray from the fall freezes, and forms into cones, which are much patronised by the toboggan 'sports' from Quebec. The natural steps, two miles above the falls, and the famous ford—the scene of Montcalm's defence in 1759—will each repay a visit. Another pretty drive from Quebec is that by the New Provincial Government buildings (*Edifices publics*) on St. John's Road; Female Orphan Asylum, Battle-field Cottage, and by Wolfefield to 'Benmore,' the country seat, model farm and scientific vegetarianium of Colonel Rhodes. At Wolfefield may be seen the precipitous path up St. Denis' Burn by which the Highlanders and British soldiers gained a footing on the memorable Plains of Abraham on the eventful September 13, 1759. Thornhill, Spencer Wood, Spencer Grange, the residence of J. M. Le Moine, the historian, Clermont, 'Cataract,' 'Ravenswood,' and other pretty country seats of the Quebec merchant princes are passed, until 'Cap Rouge' is reached. The return to town by the St. Foye road is scarcely less attractive. Since Confederation Spencer Wood has been in turn

 Mont-
morenci
Falls.

 Spencer
Wood.

QUEBEC.

occupied by Sir N. F. Belleau, Lieutenant-Governor Caron, Lieutenant-Governor Letellier de St. Just, and by the present Lieutenant-Governor the Hon. Theo. F. Robitaille, whose munificent hospitality adds greatly to the natural charms of the place.

Saguenay
River.

From Quebec as a centre, as already stated, tours may be made to the Saguenay River, the largest tributary of the St. Lawrence River, below Quebec, and one of the most remarkable rivers on the continent.

The steamers of the St. Lawrence Steam Navigation Company leave St. Andrew's wharf, Lowertown (except Sunday and Monday), during the season (June to September) daily at 7 A.M. For times of arrival and departure of trains and steamers the local guides published in various cities of the Dominion must be availed of to ensure the tourist against delay or disappointment.

Murray Bay, 90 miles from Quebec, is a favourite watering-place.

Rivière du Loup (en bas), 112 miles from Quebec, formerly the eastern terminus of the Quebec branch of the Grand Trunk Railway, is now a section station of the Intercolonial line.

Cacouna, 6 miles below *Rivière du Loup*, is a pleasant watering-place, with a good hotel (St. Lawrence Hall).

Tadousac, 134 miles below Quebec, is a popular summer resort at the mouth of the Saguenay. It is 22 miles from *Rivière du Loup* and 66 from *Rimouski*, where the mails from the incoming and outgoing steamers are landed and taken on board.

Ha-Ha Bay is that portion of the Saguenay River at its confluence with Lake Kenokaim. The village of Grand Bay, 132 miles from Quebec, is much resorted to by sportsmen and those who wish to remain in the neighbourhood of the Saguenay. The finest scenery on the river is found between *Ha-Ha Bay* and the mouth, a distance of 60 miles.

From a strictly commercial point of view, Quebec city is mainly interesting as the centre of the important Dominion export timber and lumber trade, and in this aspect of it a visit to the various coves and mills in its vicinity, where the timber is stored and sawn, may be profitably made.

Montreal.

Montreal, the commercial metropolis and most populous city of Canada, is unquestionably one of the hand-

somest and best built cities on the American continent, and will well reward the traveller for a few days spent in visiting it. The St. Lawrence Hall, in St. James St., near the Bank of Montreal and General Post-office, in the very heart of the city, is an excellent hotel, and affords the best accommodation for travellers. The city stands on the island of Montreal, at the head of St. Lawrence river navigation proper, just below its confluence with the Ottawa and at the foot of inland navigation, 540 miles from the Gulf, and commands a large and prosperous trade both with Europe and with the interior. Mount Royal, from which the city is named, rises 550 feet, and forms an imposing background to the picture.

The site of the present city was first visited by the explorer Jacques Cartier, in 1535, it being then known by the Indian name of 'Hochelaga.' The permanent foundation took place in 1642. It remained under French rule till 1760, when it passed into the hands of the British. The population at that time was less than 5,000. It now numbers 160,000.

It has a river frontage of nearly three miles, extending from Victoria Bridge to Hochelaga village, and wharfage for shipping purposes extending nearly $4\frac{1}{2}$ miles. The best view of the city and its surroundings is that obtained from the river in nearing the Victoria Bridge. This is one of the grandest works of modern times, and forms the most imposing feature in the Montreal landscape. It is tubular, and rests on twenty-four piers. The centre span is 330 feet, and 60 feet above the river level. It is the work of Robert Stephenson, and was completed in 1860. It is two miles long, including the approaches, contains 3,000,000 cubic feet of masonry and 10,000 tons of iron, and cost 6,300,000 dol., or rather more than 1,200,000*l*. The passage of the bridge occupies six minutes. Permits to inspect the interior may be obtained at the Grand Trunk Railway offices, Point St. Charles. The work of tunnelling the river at Hochelaga has recently been undertaken.

The other chief objects of interest for the visitor to Montreal are: The Cathedral of Notre Dame, said to be the largest church edifice in North America, and capable of holding 10,000 worshippers. It is 260 feet by 140 feet, and the towers are 220 feet high. The interior has just been redecorated. The 'Gros Bourdon' bell,

Victoria
Bridge.

Notre
Dame
Cathedral.

QUEBEC.

Views in
Montreal.

in the left tower, weighs 15 tons. A fine view, extending as far as the Vermont Hills, is had from the right tower on payment of a small fee. Bonsecour's Market is a substantial, spacious structure, with an assembly room capable of seating 4,000 people. The English Cathedral, on Catherine Street, is a fine specimen of Gothic architecture. The interior of the Jesuit Church, on Bleury Street, contains some fine frescoes.

McGill College, Nelson Monument at the head of Jacques Cartier Square, the new City Hall, Court House, Post Office, the Banks of Montreal and of British North America, Merchants' Bank, Molson's Bank, and Mechanics' Institute, on Great St. James Street, are noteworthy edifices of the more modern type. The *Champ de Mars*, *Place d'Armes*, or Cathedral Square, Victoria Square, with the fine modern edifice of the Young Men's Christian Association, and fountains, are noteworthy. Windsor Hotel is a large, well-constructed edifice facing Dominion Square. Some of the other squares afford pleasant promenades in the very heart of the city. St. Paul Street is the heavy wholesale centre, and St. James and Catherine Streets the fashionable promenades. The St. James, Metropolitan, and City are the leading clubs. Besides these there are curling, snowshoe, skating, lacrosse, cricket, golf and football, and chess clubs, and an excellent gymnasium. Strangers are admitted only on the introduction of a member. The *Hôtel Dieu*, and the Grey Nunnery, founded in 1642, will each repay a visit.

Drives 'round the mountain' in almost endless variety, may be indulged in by those desirous to study Montreal and its lovely surroundings in all their varied and charming aspects. One-horse vehicles may be hired for 50 and 75 cents. per hour. For two-horses one dollar per hour is charged. The Reservoir, which supplies the city with water, drawn from the St. Lawrence a short distance above the La Chine rapids, commands a wide view. Mount Royal Park Cemetery, and the Roman Catholic Cemetery, may be included in the same drive. The La Chine Road also affords a pleasant drive, the lower road commanding a view of the famous rapids. La Chine may be reached in 36 minutes by the trains on the Grand Trunk Railway.

The extensive workshops and locomotive and car sheds belonging to the Grand Trunk Company will well repay a visit from all those who would judge fairly of the progress and present position of railway enterprise and industry in Canada. They cover some ten acres of ground at Point St. Charles, a western suburb easily reached by cab, and give employment in their various departments to upwards of 2,000 men.

QUEBEC.

Point St.
Charles.

From Montreal, as a radiating point for the picturesque portion of Canada and New England, delightful tours may be made in all directions. The more prominent and popular of these may be briefly classified for reference as follows:—

SOUTH.

- Route I.*—To Rouse's Point, by Grand Trunk Railway, and thence by Delaware and Hudson Canal Co., to Lake Champlain, Lake George, and Saratoga Springs. Tours.
Route II.—To White and Franconia Mountains, Lakes Memphremagog and Willoughby, by South-Eastern Railway.

EAST.

- Route III.*—To Richmond, Quebec, Portland, and the White Mountain region *viâ* Gorbam, by Grand Trunk Railway.
Route IV.—To Ottawa city, Rideau and Chaudière Falls, Carillon Rapids, and points beyond, by Q.M.O. and O. Railway direct, or by water and rail. From Bonaventure station to La Chine, 10 miles; steamer up Lake St. Louis *viâ* St. Ann's, through Two Mountain Lake to Carillon, 50 miles; by rail to Grenville, 12 miles; thence up the Ottawa *viâ* L'Original and Buckingham to Ottawa, 50 miles. (For description of Ottawa, see chapter on Ontario.)
Route V.—To Cedar Cascades and La Chine Rapids, Cornwall, Brockville, Kingston, Thousand Islands of the St. Lawrence, Cobourg, and Toronto, by Grand Trunk Railway.
Route VI.—To Chambly and Richelieu Rapids (fine boating and fishing), by Montreal, Chambly and Sorel Railway.
Route VII.—St. Hilaire and Belcœuil Mountain, by Grand Trunk Railway.

ONTARIO.

ONTARIO.
History.

OUR sketch of the early political existence of Ontario—we cannot call it a history—must be of the briefest description. The rapid sequence of events during the present century, and the magnificent progress which this province has made since Confederation, far transcend in public interest and importance all that we find recorded in the earlier stages and annals of her history. For this reason, among others scarcely less cogent, we shall confine ourselves within the narrowest possible limits.

Ontario is the name by which the western or upper section of old Canada is now officially and familiarly known. It is a relic of the significant and sonorous language of the Wyandot Indians, who formerly occupied so much of its territory, and means the 'beautiful land.' The existence of Upper Canada as a distinct province dates from the passage of the Constitutional Act of 1791, previous to which it formed part of Quebec Province. The then Governor, Lord Dorchester, by proclamation, divided it into four districts, each with a German name, as follows:—*Lunenburg*, extending from the River Ottawa to Gananoque; *Mecklenburg*, extending from Gananoque to the Trent; *Nassau*, extending from the Trent to Long Point on Lake Erie. These were shortly afterwards changed to the 'Eastern' or Middle, 'Home' or Niagara, and 'Western' or Detroit districts. *Hesse*, including the rest of the western part of Upper Canada, to Lake St. Clair, formed the fourth district.

First Par-
liament
Sept. 17,
1792.

Major-General John Graves Simcoe, was the first Lieutenant-Governor, and the first Parliament met at Niagara (then called Newark), September 17, 1792. Three members of the Legislative Council—'plain, homespun-clad farmers and merchants, from the plough and the store'—and five members of the House of Assembly, constituted the first Parliament of Upper

Canada, which we are told was opened with the 'usual state and ceremony.' Niagara continued to be the seat of Government till 1795, when it was removed to Toronto, which then bore the name of York.

In 1820 political discord and dissension prevailed in Lower Canada, spreading rapidly westward until 1837, when it culminated, first in insurrection and riot, and afterwards in the reunion which took place in 1840. A.D. 1820.

Custom-houses began to be established on the frontiers in 1802 and Cornwall, Brockville, Kingston, Toronto, Niagara, Queenstown, Amherstburg, Sandwich, Fort Erie and Turkey Point, were declared ports of entry.

Under the Act of Confederation of 1867, Upper Canada, under its present name of Ontario, became the chief province of the Dominion of Canada. On July 16 of that year the following Ministry was appointed:— A.D. 1867.

Hon. John Sandfield Macdonald, Q.C., *Premier, &c.*
 Hon. John Carling, *Commissioner of Agriculture.*
 Hon. Stephen Richards, Q.C., *Commissioner of Crown Lands.*
 Hon. M. Crookes Cameron, Q.C., *Secretary and Registrar.*
 Hon. Edmund Burke Wood, *Treasurer.*

On December 19, 1871, this Ministry resigned, and a new Ministry was formed, under the premiership of the present Opposition leader of the Dominion Parliament, as follows:—

Hon. Edward Blake, Q.C., *President of the Council.*
 Hon. Adam Crooks, D.C.L., *Attorney-General.*
 Hon. Alex. Mackenzie, *Secretary, &c.*
 Hon. A. McKellar, *Commissioner of Agriculture, &c.*
 Hon. Rich. W. Scott, Q.C., *Commissioner of Crown Lands.*

Messrs. Blake and Mackenzie shortly after retired and were succeeded by Hon. O. Mowat, Q.C., and Hon. T. B. Pardee.

February 6, 1878.—The Reform Association of Ontario met at Toronto, and passed resolutions of confidence in the Mackenzie and Mowat Governments. Among others the following resolution was passed:—'That at this, the first general gathering of the Reformers of Ontario since Confederation, we would heartily congratulate the country that the Union of the provinces, for which the Reform party so long contended, has been crowned with such signal success; and that after ten A.D. 1878.

ONTARIO.

years' experience of the Union, we are, if possible, more strongly convinced than ever that our Constitution, which draws the line between local and federal jurisdiction, is well calculated to preserve intact provincial rights, and at the same time to confer upon our Dominion that national importance and dignity to which it is entitled by its great resources and material prosperity.'

On July 29, 1878, the Commission appointed to settle the boundaries of Ontario, met at Ottawa, and on August 3 following, the following award was made:—

**Boundary
Award.**

'The northerly and westerly boundary of Ontario shall be as follows:—Commencing at a point on the southern shore of Hudson Bay, commonly called James Bay, where a line produced due north from the head of Lake Temiscaming would strike the said south shore, thence along said south shore westerly to mouth of Albany River; thence up the middle of said Albany River, and of the lakes thereon, to the source of the said river at the head of Lake St. Joseph, thence by the nearest line to the easterly end of Lac Seul, being the head waters of the English River, thence westerly through the middle of Lac Seul and the said English River, to a point where the same will be intersected by a true meridional line drawn northerly from the International Monument placed to mark the most north-westerly angle of the Lake of the Woods by the recent boundary commission, and thence due south following the said meridional line to the said International Monument; thence southerly and easterly following upon the International Boundary line between the British Possessions and the United States of America into Lake Superior. But if a true meridional line northerly from said International Boundary at said north-west angle of Lake of the Woods shall be found to pass to the west of where the English River empties into the Winnipeg River, then and in such case the northerly boundary of Ontario shall continue down the middle of said English River to where the same empties into the Winnipeg River, and shall continue thence on a line drawn due west from the confluence of said English River with said Winnipeg River until the same will intersect the meridian above described, and thence due south following

the said meridional line to the said International Monument, and thence southerly and easterly, following upon the International Boundary line between the British Possessions and the United States of America into Lake Superior.

(Signed)

'ROBT. A. HARRISON.

'EDWARD THORNTON.

'F. HINCKS.' *

Ontario is now the most populous and wealthy of the seven provinces of the Dominion. It occupies the fine country which stretches north and west of the great lakes Ontario, Erie, and Huron, and is bounded on the east by the Ottawa River, which separates it in that quarter from Quebec. Pending the final decision as regards her boundary lines, it is impossible to state the precise area of this province. Roughly speaking, it is equal in extent to the United Kingdom.

The surface and general aspect of this province almost everywhere testify to its real character as an agricultural country. It is nowhere mountainous, but gently undulating, and diversified by rivers and lakes. The Laurentian mountain chain, so often referred to, extends westward from the Thousand Isles, near Kingston, and northward of Lake Simcoe, forming the coast of Lake Huron and the Georgian Bay. Another ridge of high land, which enters the province at Niagara Falls, is extended to Hamilton, and thence to Owen Sound, and along the peninsula to Cabot Head and the Manitoulin Islands. The water-power thus afforded is abundant for manufacturing purposes.

Physical
aspect, &c.

It may as well be admitted in the outset that as regards climate Ontario suffers from the absurd prejudice under which her sister province Quebec, and indeed the whole of Canada, has so long unjustly rested.

Climate.

Not, however, to the same extent. The climate is no doubt greatly and, for farming purposes, most favourably influenced by the great bodies of fresh water to

* This award, which has given rise to much discussion in the Dominion Parliament and elsewhere, is now before H. M. Privy Council, and, though no decision has been officially announced, it is believed that the above award of the Dominion and Ontario Commission will be set aside, and that the territorial area of this province will remain as before.

ONTARIO.

the south and west of it. Though its average winter temperature is unquestionably much lower than that of the British Isles, yet the cold of an Ontario winter is 'more bearable,' as the popular phrase expresses it, than that of an English winter, and is, moreover, probably less trying to the aged and infirm. This is greatly owing to the comparative dryness of the Canadian atmosphere. The province is free from tornadoes.

The value
of the snow.

It will doubtless sound strange to English ears to be told that the keen and protracted frost and snow which would be so much dreaded on the east side of the Atlantic, are welcomed as a real blessing in Canada. In England such visitations paralyse out-door labour, block up roads, or render them dangerous, and carry privation and misery into countless homes. In Canada they directly promote one of the greatest national industries, namely lumbering, or timber-getting. This important work can, in fact, only be carried on effectively by their powerful co-operation. Frost and snow make good 'sleighting,' and that means everywhere splendid roads, rapid, easy, and pleasant travelling, brisk, internal trade, and enhanced social enjoyment. The heaviest loads can then be drawn with ease, even over swamps and streams, which at other times are quite impassable.

The Ontario farmer attempts no out-door work which can be very materially interfered with by the wintry elements, which are his servants rather than his masters. Frost and snow are not only found to be the best road-makers, but their general effect on the soil is beneficial. Frost pulverises the earth even if it sometimes kills the young wheat; whilst snow is found to be a good fertiliser as well as a protection to plant life. The period of extreme cold seldom lasts more than two or three days at a time. It is followed by much longer intervals of moderate frost, with a bright sky overhead, and a carpet of dry snow underfoot. Occasionally there are disagreeable thaws in the course of the winter, which break up the roads and block business. Sometimes the winter is unusually mild and open, with little or no snow. This, for the reason already mentioned, is always a great loss to the country. In short, the winter season in Canada has its advantages and compensations as well as its disadvantages and drawbacks;

Open
winters.

and its inhabitants, natives as well as immigrants from the British Isles, generally regard it as the *pleasantest part of the year*. Many of the latter greatly prefer it to the winter of the 'old country.' The other seasons have also their peculiarities in Ontario. The spring awakes suddenly in April, and speedily merges into summer. During its short career vegetation makes marvellously rapid progress. The summer has extremes of heat, but, like those of the cold in winter, they are usually of short duration. Autumn, or the 'fall' season, embraces September, October, and November, and is usually the most delightful season of the year for farmer, tourist, and sight-seeker. But whatever may be thought of the summer and winter extremes of temperature there is no question of the salubrity of the Ontario climate.

The average annual temperature is 44° while that of the British Isles is 48°. The mean temperature in the various seasons is as follows:—Winter, 22°; spring, 47°; summer, 67°; and autumn, 40°. In England it is, winter, 39°; spring, 52°; summer, 60°; and autumn, 44°. It will be seen that the summer temperature is higher than in England and consequently more suitable for the ripening of grain, fruit, &c.

The total amount of rain which falls during the year averages a little over 24 inches. This is supplemented by snow equivalent to a little over 8 inches of rain, making a total of 32 inches. The average rainfall in Great Britain and Ireland is 35 inches.

The water system of Ontario embraces the grandest lakes and some of the largest rivers in the Dominion. Independent of Superior—which, though invariably claimed by her, belongs of right to territory west and south of her present boundary—her largest lakes are Huron, Erie, and Ontario. Next to these in extent and importance are Nepigon, Nipissing, and Simcoe. Lake Couchichong is a pretty spot of water situate between Lake Simcoe and the Severn River, and is much resorted to in the summer season. The Georgian, Burlington, Nottawasaga, Long Point, Quinte, and Owen Sound, are her principal bays.

Next to the St. Lawrence and Ottawa, which form her frontier lines on the south-east and north-east, her principal rivers are the French, the Severn, the

ONTARIO.

Seasons.

Tempera-
ture.

Rainfall.

Lakes,
rivers, &c.

ONTARIO. Maganetawan, which fall into the Georgian Bay; the
Rivers. Maitland, Saugeen, and Aux Sables, flowing into Lake
 Huron; the Thames, emptying into Lake St. Clair; the
 Grand into Lake Erie; the Trent and Moira into Quinte
 Bay; and the Niagara into Lake Ontario. The lake
 and river system of navigation is largely and practically
 extended by means of the Welland and Rideau canals,
 the former between Lakes Erie and Ontario, and the
 latter between Kingston and Ottawa.

Farming. From what has already been written, the reader will
 learn that Ontario is essentially an agricultural country.
 Its farming interest is now and will probably always be
 its paramount interest. The best test of its special
 adaptation to agricultural pursuits is found in the
 wide range and high quality of its productions. On this
 subject the report of the recent Provincial Agricultural
 Commission may be read with great profit by the intend-
 ing settler. Nearly all the field, farm, and garden
 products of the United Kingdom are raised to perfection
 in this province. The white wheat of Ontario was
 awarded the first prize at the Paris Exhibition of 1867,
 and still maintains its high reputation; whilst Ontario
 grown barley is held in the highest estimation by the
 brewers of the United States. The operation of putting
 in the first crop is a very simple one. Peas, coarse
 grains, roots and grasses of all kinds thrive finely. In
 the southern and lake shore counties these find their
 appropriate soil and conditions of growth. Swedes and
 mangolds average 17 tons and 22 tons to the acre.
 Flax growing promises to become an important indus-
 try before many years.

Fruit. In fruit generally, especially apples, it is excelled by
 few other countries. On the eastern section of the
 Great Western Railway, between Niagara Falls and
 Hamilton, fruit is grown in perfection. Strawberries
 are largely cultivated. The grape is indigenous; peaches
 also do well. A writer in the New York 'Graphic,'
 in describing the show of fruit at the American Cen-
 tennial Exhibition, thus reports:—'Probably the finest
 show of various fruits is made by the Fruit Growers'
 Association of Ontario, Canada. As a representative
 collection, intended to exhibit the quality of the fruit
 from the Niagara River and Lake Huron section, and

from the Ottawa to the Detroit Rivers, it could not well be surpassed.' Fruit canning, already largely carried at Toronto and elsewhere, is a rapidly growing branch of horticultural industry. One firm in Toronto put up 30,000 cans during the season of 1879. The drying of apples for export is also largely prosecuted. One or other of the villages of Essex and Kent counties, situated on the line of the Canada Southern Railroad may be safely recommended as a point in which to embark in this industry, as the fruit is good, cheap, and plentiful, and the facilities for shipment excellent. A profitable trade may also be done in shipping fruit to England. Maize or indian corn, tomatoes, melons, and other products requiring a high summer temperature to bring them to maturity are grown in some of the more favoured counties; but, of course, in these products Ontario cannot pretend to compete with the prairie regions to the west and south of her.

Much attention has of late years been paid by Ontario farmers to the breeding of stock, and with marked success. The largest herd of shorthorns in the world is said to be at Bow Park, near Brantford, the county seat of Brant county, first formed by the late Hon. George Brown. This famous breed is being gradually spread over the entire province. The best grazing lands are situate west of Kingston and south of Lake Huron. The prolific growth and consequent cheapness of her root crops and her proximity to the British markets will always secure to Ontario a prominent position as a stock-raising country. The shipment of live cattle, and more recently of dead meat, to England has only passed through the experimental stages of its history, and already we find it assuming almost colossal proportions. The rapidity in the extension of this important trade is shown by the following figures:—

Stock and
dairy farming.

	1878	1879
Cattle	7,433	30,587
Sheep	12,000	80,322
Horses	1,787	14,000
Swine	—	5,835

The shipment of dead meat also shows an increase. During 1878 there were exported 12,750,000 lbs. of

ONTARIO.

years 1879 and 1880 the amounts were larger, but the trade, owing to the greater profits made in live cattle, is now undergoing a reaction.

Increased facilities have recently been furnished by the Harbour Commissioners, and the Grand Trunk Railway, and Allan Steamship Companies, at Montreal, for the reception, maintenance, and shipment of stock, and the trade is now vigorously prosecuted. The ordinary Canadian horse is a hardy, tractive, strong, healthy animal, and answers well for cabs, omnibuses, tramcars, and other such work.

Cheese and butter.

Dairy farming has been extensively and profitably pursued since Confederation. Many districts are specially suited to dairying, and accordingly cheese factories have sprung up all over the country. In certain localities they have paid very well. All the evidence taken tends to show that, at 10 cents or 5*d.* per lb. for cheese of the finest quality, the business will be a very profitable one. On the basis of allowing 10 lbs. of milk to one of cheese, we get the result that the production of milk at $\frac{1}{2}$ *d.* per lb. is a very paying business. The great disadvantage is the fluctuating propensities of the trade. During the seasons of 1878 and 1879 cheese was a perfect drug, being quoted as low as 2 $\frac{1}{2}$ *d.* to 3*d.* per lb., and then scarcely saleable. This was a ruinous business, but during the autumn of 1880 it suddenly recovered, and we find during the spring of 1881 it is quoted at 7*d.* per lb.

The remark is often made that the virgin soils of America are practically inexhaustible. It is utter nonsense. No land can keep up its fertility if everything is taken away and no return is made. It is only a question of time, longer in coming in some districts than in others, when every inch of soil will need some assistance in the way of manure. Nowhere is this more clearly seen than in the Province of Ontario, on whose fertile soil, after the primeval forests had been cleared away, immense crops were produced, whereas to-day scarcely a piece of cultivated land throughout the whole Province but shows the want of careful and kinder treatment. For those reasons, and influenced by the immense competition in the grain trade from the western prairies, dairy farming, and all branches of

ONTARIO.

agriculture in which live stock is the principal feature, are sure to be favourite pursuits in the future. Cheese factories are now established in all parts of the Province, and creameries for the wholesale manufacture of butter by the most approved methods and with the best appliances, are also coming into favour. The factory is usually conducted on the co-operative principle. The milk is collected by a waggon sent round from the factory for the purpose, tested by a lactometer to ascertain if it is of standard quality, and the farmer credited with the quantity supplied. The returns, less expenses, are divided among the contributors after the sales have been made. It is a significant fact, that the very best 'American' cheese sold in the London market is made in Canada, and most of it in Ontario. The 'Black Creek' factory, established in 1864, eight miles from Stratford, Perth County, will well repay a visit. The season lasts six months, commencing May 1 and closing with October. June is usually the busiest month. The export cheese product of Canada for 1878 amounted in round numbers to thirty-eight millions of pounds, and of butter to thirteen millions of pounds.

Cheese factories.

Of the $4\frac{1}{2}$ millions of inhabitants occupying Canada, Ontario contains nearly one-half. The increase in her population is shown by the following brief table:—

Population

Population in 1821	.	.	.	.	.	120,000
" 1851	.	.	.	.	.	952,000
" 1861	.	.	.	.	.	1,396,095
" 1871	.	.	.	.	.	1,629,850
" 1881	.	.	.	.	.	1,923,228

Or about equal to $2\frac{1}{2}$ per cent. per annum.

During 1882 the number of new settlers was 34,206. The Indians are numerically stronger in this province than in any other, except the North-West Territories and British Columbia. They number nearly 17,126. Those belonging to the famous Six Nations on Grand River, and the Chippewas of Lake Superior and Huron are the most powerful. The Indian Council have recently voted 1,500*l.* per annum to support schools.

Indians.

The portion of Ontario most thickly settled, and more particularly described in the following pages, embraces

ONTARIO.

rather less than one-third of the province, or about 48,000 square miles. If the reader will run his eye over the map, and, striking Ontario at the Quebec boundary line, travel up the St. Lawrence and Lake Ontario, then follow the line of the Niagara River to Lake Erie, traverse Lake Erie and the Detroit River to Detroit, then, passing through Lake St. Clair and the St. Clair River, enter Lake Huron, run up Lake Huron and its inlet the Georgian Bay to French River, up French River to Lake Nipissing, across Lake Nipissing to or near to the Ottawa, and down the Ottawa until he nearly reaches the St. Lawrence again, he will, on paper at least, have circumnavigated the region to which we wish now principally to direct his attention. It will be somewhere in this area that, either as a settler on a free grant, or on an improved farm, he will find his best location.

Divisions, Counties, etc.

Divisions
and popu-
lation.

FOR purposes of further settlement this portion of the province will be best presented to the reader in its various geographical and municipal divisions or 'districts.' These are ten in number, and embrace forty-six counties, and four territorial districts, which are subdivided into eighty-eight electoral districts, viz. :—

	Population		Population
Glengarry . . .	22,221	Renfrew, South . .	19,160
Cornwall . . .	9,904	" North . .	20,965
Stormont . . .	13,294	Frontenac . . .	14,993
Dundas . . .	20,598	Kingston, City . .	14,091
Prescott . . .	22,857	Lennox . . .	16,314
Russell . . .	25,082	Addington . . .	23,470
Ottawa, City . .	27,412	Prince-Edward . .	21,044
Grenville, South .	13,526	Hastings, East . .	17,313
Leeds and Grenville,		" West . .	17,400
North . . .	12,929	" North . .	20,479
Carleton . . .	24,689	Northumberland, East	22,299
Brockville . . .	12,514	" West . .	16,984
Leeds, South . .	22,206	Peterborough, East .	23,956
Lanark, South . .	20,032	" West . .	13,310
" North . .	13,943	Durham, East . .	18,710

	Population		Population
Durham, West . . .	17,555	Grey, North . . .	23,334
Victoria, South . . .	20,812	Norfolk, South . . .	16,374
" North . . .	13,799	" North . . .	17,219
Muskoka . . .	27,204	Brant, South . . .	21,975
Ontario, South . . .	20,378	" North . . .	11,894
" North . . .	28,434	Waterloo, South . . .	21,754
Toronto, East . . .	24,867	" North . . .	20,986
" Centre . . .	22,983	Elgin, East . . .	28,147
" West . . .	38,565	" West . . .	14,214
York, East . . .	23,312	Oxford, South . . .	24,732
" West . . .	18,884	" North . . .	25,361
" North . . .	24,502	Middlesex, East . . .	30,600
Simcoe, South . . .	26,891	" West . . .	21,496
" North . . .	49,238	" North . . .	21,239
Peel . . .	16,387	London, City . . .	19,746
Cardwell . . .	16,770	Perth, South . . .	20,578
Welland . . .	26,162	" North . . .	34,207
Niagara . . .	3,445	Huron, South . . .	23,393
Monck . . .	17,145	" Centre . . .	26,474
Lincoln . . .	22,963	" North . . .	27,103
Haldimand . . .	18,619	Bruce, South . . .	39,803
Wentworth, South . . .	14,993	" North . . .	24,971
" North . . .	15,998	Bothwell . . .	27,102
Hamilton, City . . .	35,961	Lambton . . .	42,616
Halton . . .	21,919	Kent . . .	36,626
Wellington, South . . .	25,400	Essex . . .	46,962
" Centre . . .	22,265	Algoma . . .	20,320
" North . . .	25,870		
Grey, South . . .	21,127	Total (1881) 1,923,228	
" East . . .	29,668		

We will now group these counties into districts. Commencing at the western extremity of the western peninsula, we enter what, by way of local distinction, has been styled the 'Garden of Canada.'

Lake Erie District, embracing five counties, viz.:—Essex, Kent, Elgin, Norfolk, and Haldimand. Kent county, of which Chatham is the county town, is, comparatively speaking, a new country, and offers a fine field for pushing young English farmers who have some means to invest, and are not afraid of work.

Niagara District comprises three—Monck, Welland, and Lincoln.

Lake Huron District extends from the north-eastern

ONTARIO.

extremity of Lake St. Clair, along the St. Clair River and Lake Huron, between Sarnia and Southampton. It also contains three counties, viz., Lambton, Huron, and Bruce. Adjoining this district to the eastward is the

Western (Inland) District, which is traversed in its various sections by the Great Western, Grand Trunk, Canada Southern, Wellington, Grey and Bruce, Lake Huron and Port Dover, and other main lines of railway, and contains some of the finest lands in the province. Seven counties are embraced in this district, viz., Middlesex, Perth, Oxford, Waterloo, Wellington, Cardwell, and Brant.

Georgian Bay District.—This district is pretty equally divided between Grey and Simcoe counties. The Northern, Hamilton, and North-Western, and Toronto, Grey, and Bruce lines are the main avenues of travel through the district.

Northern District.—This district comprises three counties, viz., Victoria, Haliburton, and Peterborough. To the north of these and east of Lake Simcoe, bounded to the west by the Georgian Bay, and north and east by Lake Nipissing and the Ottawa River into which they drain—stretches the immense tract of unsurveyed and unorganised territory, known as the Muskoka, Parry Sound, and Nipissing districts. In these are situated the Free Grant Lands, which will be found elsewhere described. North of Parry Sound and Georgian Bay districts, guarding the northern extremity of Lake Huron is Grand Manitoulin Island, forming part of the parliamentary district of Algoma. This district, which may shortly become a province, practically embraces all the islands in the northern part of Lake Huron, and the mainland on its northern shores—including Bruce Mines, Sault Ste. Marie, St. Joseph's Island—and also the Rainy River and Lake of the Woods region lying north-west of Lake Superior. All this vast region contains more or less agricultural land, in some parts of considerable fertility. But it is not thither the immigrant from Great Britain will first direct his steps. The mineral wealth, forest lands, and fisheries of Algoma, however, are gradually attracting a busy and enter-

Muskoka,
Parry
Sound, &c.

Algoma

prising population, and providing a market which the farmers of Ontario will have mainly to supply.

Lake Ontario District.—This is the largest of the ten districts into which the settled and more populous portion of Ontario is divided, and skirts the entire northern shore of Lake Ontario, from Hamilton and Toronto in the west to Prince Edward in the east. The counties, seven in number, are Wentworth, Halton, Peel, York, Ontario, Durham, and Northumberland. York is the metropolitan county of the province.

Quinté District.—The Bay of Quinté (pronounced Kanty) district is the smallest district in the province. It is divided into Hastings, Lennox, Addington, and Prince Edward counties, and is largely settled by United Empire Loyalists. At Lake, in Hastings county, gold mining on a small scale is carried on. Adjoining and eastward of Quinté, lies an old and well-settled section, extending from Kingston to the Quebec boundary line, known as the St. Lawrence River District.

St. Lawrence River District.—This division includes six counties, traversed by the Kingston and Pembroke, Brockville and Ottawa, and St. Lawrence and Ottawa railways. These are Frontenac, Leeds, Grenville, Dundas, Stormont, and Glengarry. Cornwall is the county town of the three last named.

Ottawa River District.—As its name implies, this district is situate on the Ottawa River, and comprises all the land on the north-eastern boundary of the province between the Free Grant district at Pembroke and the old Canadian settlement of *L'Original* about forty miles below Ottawa city. Its county organisation thus far embraces Renfrew, Lanark, Carleton, Russell, and Prescott counties.

The Great Manitoulin.—The Great Manitoulin Island, situate in the north part of Lake Huron, is about 100 miles long by 25 wide, now being rapidly settled and contains a population, White and Indian, of from 10,000 to 12,000 souls. The lands are held in trust for the Indians by the Dominion Government, but they are sold at fifty cents per acre to settlers, and then become part of the provincial territory, and receive the same help in the shape of grants for roads and neces-

Manitoulin
Island.

ONTARIO.

sary local improvements as other new districts. The settlement in Manitoulin has been chiefly from Ontario county, and most of those who have emigrated thither are enthusiastic in their praises of the capabilities and resources of the island. A railway is in progress.

Timber.

Ontario is richly endowed with forests of valuable timber, the export of which, though greatly diminished during recent years, still forms one of the main sources of provincial revenue. The timbered areas from which the best qualities are obtained, are found in the Ottawa valley, on the shores of the Georgian Bay, and in the 'backwoods' of the Muskoka district.*

Minerals.

Its mineral resources are also very great and valuable. Copper abounds on the shores of Lake Huron, and silver in the neighbourhood of Thunder Bay, Lake Superior. Thus far the deposits are but very partially developed. The McKellar Island silver vein, near Fort William, is reported to be 40 feet wide, with branches averaging from 1 foot to 2½ feet wide. The famous Silver Islet vein is found to widen on further exploration, and upwards of 500 acres have been already located and surveyed. Discoveries of gold are reported from Jackfish Lake, Lambart's Island, Pie Island, Rat Portage, and Pigeon River, all situated in the vast Lake Superior region of Algoma and the North-West Territory. As yet these resources have not been developed to any considerable extent, except as regards salt and petroleum, which for several years have been produced in immense quantities and of most excellent quality. Canadian salt is now highly esteemed for its purity. Mica is also extensively worked.

Land system, free grants, &c.

Of the twenty-five millions of acres of surveyed land in Ontario, nearly three millions still remain to be disposed of as free grants to settlers, under the provisions of the Free Grant and Homestead Act of 1868. The lands so appropriated are embraced in ninety-four townships of what is known as the Muskoka, Parry Sound, and Nipissing Free Grant districts. These are situated between the Ottawa River and Georgian Bay, and chiefly northward of the Central and Lake Ontario counties, and the forty-fifth parallel.

* Derived from the Indian Mus-qua-tah, signifying 'red ground.'

Other townships will be opened as railways and colonisation roads are constructed.

Thus the domain of the poor but industrious immigrant will be open to him for many years to come in the very heart of the new Dominion.

Fifty to sixty per cent. of this land is fairly good, and will grow good crops of wheat and garden stuffs, but it is, as a rule, better adapted for the coarser grains and for grazing purposes. Cattle must, however, be housed during the winter months. The remainder of the land is not of much value for agricultural purposes, being composed largely of Laurentian rocks and swamps. The country abounds with lakes, and is in many places exceedingly picturesque. As a whole this district is better adapted to the settlement of a hardy Scandinavian population than for the British farmer. In regard to the Muskoka district proper, about which widely different and often conflicting opinions are entertained, the Hon. A. P. Cockburn, M.P.P., thus reports:—‘The population of Muskoka, according to the census of 1861, was 297 souls, in 1871 6,919 souls, and it is estimated that the population will have reached 30,000 souls in 1881. There are three villages, each containing upwards of 1,200 inhabitants, and some small but thriving villages—a dozen flouring mills, numerous churches and schools, four newspapers, six or eight steamers on the small inland lakes, good stores well filled with merchandise of all kinds, including rich and stylish articles, all of which are sold at moderate prices. A large proportion of the population are well cultured, and even a high degree of refinement exists in many parts of the county. There are already upwards of 130 post-offices, yielding a better revenue than the average post-offices of some of the older counties. The Swiss settlers are about to try the vine culture. A good many vines have been recently planted. Some of the settlers have been pretty badly off this winter in two or three of the newer townships, owing to frost which appeared in August last. It is said to be only the second time in the history of the settlement that frost has appeared in August, but this occurrence need not discourage the inhabitants of Muskoka. Similar misfortunes have overtaken the early settlers of Perth, Wellington, and Grey.

Muskoka
described.

ONTARIO.

Nipissing
District.

The seasons in Gravenhurst, Bracebridge, and Parry Sound are always more forward than at Ottawa. The soil and appearance of Muskoka very much resembles portions of the counties of Leeds and Frontenac.' The Nipissing district lies due north of the Muskoka district. It embraces an area of nearly 5,000 square miles, and abounds in timber of almost every kind. The proposed extension of the Canada Central and Ontario Pacific Junction railways from Pembroke and Gravenhurst will in time furnish outlets to this region, at present very difficult of access. The amount of land granted to the head of a family is 200 acres, and to each unmarried person of either sex who has attained the age of eighteen years, 100 acres. The conditions are that each settler shall erect a habitable house on his lot, at least sixteen by twenty feet, and reside there at least six months in the year. When fifteen acres have been cleared and put under crop, the settler is entitled to a deed, making the land absolutely his own. Many emigrants have settled in those districts with but little capital, and are doing well. Others have failed, partly for want of sufficient means to tide them well over the initial difficulties, or for want of capacity or adaptability for the undertaking. The native Canadian makes the best pioneer in such districts, and the old-countryman would do well to follow in his track, buying out a partially cleared lot rather than attempt to clear one for himself. In no case should a person possessed of less than 100l. attempt a settlement in the Free Grant District. If he has more, so much the better, provided he has learnt how to employ it. The Free Grant lands are open for settlement under the authority of the Free Grant and Homestead Act which came into force February 28, 1868. There is only one restriction on the sale of land in Ontario; and that is the law of dower in favour of the wife.

Western
Peninsula.

The Western Peninsula, known as the 'Garden of Canada,' and mostly settled and held by private persons, extends from Toronto westward to Lake St. Clair and the town of Windsor, opposite Detroit in the State of Michigan.

'Farms from Toronto to Brantford,' reports Mr. Sparrow, the lately returned Ontario delegate, 'can be

purchased at from 20 to 80 and 100 dols. per acre. Many of the farmhouses and buildings are very handsome and pretty, and similar to some of our English villas, with their lawns and croquet-grounds.'

The governing power in Ontario consists of the Lieutenant-Governor (Hon. John Beverley Robinson) and an Executive Council of six members, and a Legislative Assembly of eighty-eight members, elected every fourth year.

Ontario has an admirable system of municipal government which gives the people complete control over their own local affairs. The same remark applies to the political institutions both of the province and the Dominion, which are modelled after those of the mother-country. The principle of responsible government is observed in all.

All villages throughout the province having 750 inhabitants may be incorporated under the provisions of the Municipal Acts, and any incorporated village which contains a population of 2,000 or upwards may be created into a town. When such town contains 15,000 people it becomes a city. The gradation of municipal and civil honours, from the position of a squatter or backwoods settler to that of a full-fledged citizen, is therefore in Canada easy and rapid.

The qualifications for voters at municipal elections are freehold, household, income, and 'farmer's son;' the real property qualification ranging upward from 100 dols. in townships to 300 dols. in towns and 400 dols. in cities.

But if there is one of their institutions of which the Ontario people are more proud than another, and which is especially worthy the consideration of the British *pater et mater familias*, it is their system of public instruction. This not only recognises the right of every child in the country to be educated, but makes ample and generous provision for the purpose. The public or elementary schools, of which there are upwards of five thousand, have been, since 1871, all free and non-sectarian. In 1878, out of a population of less than one million and three-quarters, there were 492,837 children attending the public schools. Upwards of three millions of dollars were expended in 1876 for public school pur-

ONTARIO.

Government.

Municipal affairs.

Education.

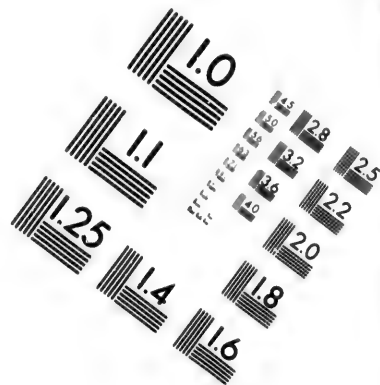
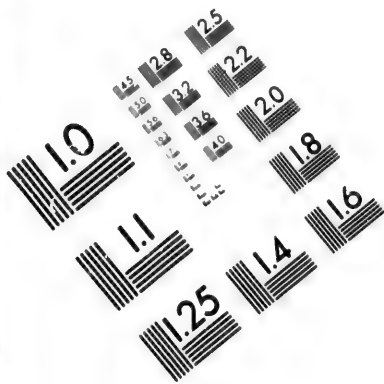
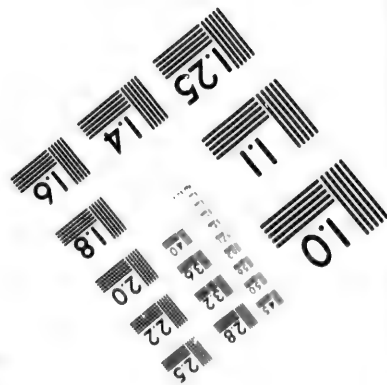
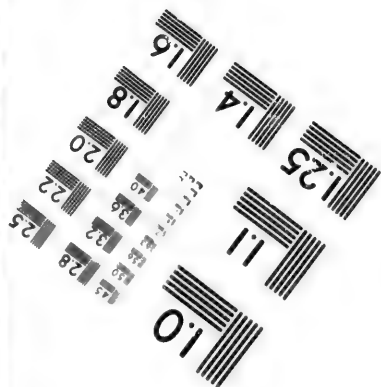
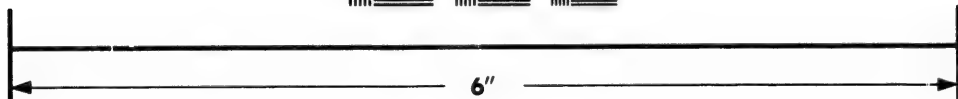
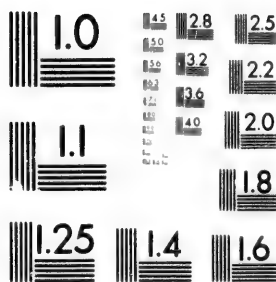


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ONTARIO.

poses. The teachers, numbering more than 7,000, are of three different grades, and have all to undergo examination before being licensed to teach. The schools are supported partly by local rates and partly by grants from the provincial Government, which are proportioned to the average attendance of pupils. There is also in every town and considerable village a high school where the superior branches, including Latin and Greek and one or more modern languages, are taught. These schools, ninety-four in number, are also free, with the exception of a small fee charged at some of them to non-resident pupils. Thus the children of the poorest in the land may obtain an education befitting them for entering a university or a profession free of expense. Besides the public and high schools there are several normal and model schools and collegiate institutes for the training of teachers. Of the latter more than fifty are now open. Also several universities and colleges with staffs of able professors and an educational museum. The administration of the educational system is in the hands of the Minister of Public Instruction, who is a member of the Cabinet.

**Religion,
&c.**

In matters of religion, Ontario is situated much the same as the mother-country, except that there is no Established or State Church. All denominations are on a footing of equality in the eye of the law. Hospitals and other benevolent institutions have been established by the Government wherever there was felt to be a need for them, and are liberally supported.

Judiciary.

The laws and mode of administering them in Ontario differ but slightly from those in force and vogue in England. The former is, however, simpler and less expensive. The courts are, Queen's Bench, Common Pleas, Chancery, and of Error and Appeal.

Railways.

Much of the progress and present prosperity of this province is due to its railway system, which has been wisely and judiciously promoted and extended both by Government subsidies and by municipal bonuses. Its ramifications are wonderfully extensive for so young a country. The first track was laid little more than twenty years ago. Now there are over 4,000 miles in operation, traversing thirty-five of the forty-six counties into which the province is divided. During

ONTARIO.

the past nine years subsidies, amounting to nearly three millions of dollars, have been distributed among twenty-six railways, owning or controlling 1,410 miles of track. This result has been brought about by adopting in their construction the narrow gauge of 3 feet 6 inches. Lines of this gauge can be constructed at a far less cost than those of the ordinary width, and are found to answer the purpose of a new country just as well. Toronto will shortly become a manufacturing centre of locomotive and railway supply. The Grand Trunk Railway Company's coal docks at Port Huron and Point Edward are now under construction. The building of the Ontario Pacific Junction will help to develop the Free Grant District and greatly stimulate its settlement. The work upon the Eastern Division of the Canada Pacific Railway from Callendar Station, the western terminus of the Canada Central, is being vigorously pushed forward. The ramifications of the railway system of Ontario are now becoming extensive. Such of our readers as may desire to push their inquiries relative to them further are referred to the tables furnished on pp. 44-45.

Although Ontario is mainly and essentially an agricultural country, yet its extensive natural facilities for manufacture have been largely, and to some extent, successfully, utilised. In the city of Ottawa, the seat of the Dominion Government, some of the largest saw-mills in the world are to be found. Owing, however, to existing tariff regulations in the United States, which for many years was the principal market for Ottawa-sawn lumber, these great establishments have, for a long time, been but partially employed. Ontario also manufactures woollen goods, especially tweeds; furniture, machinery, agricultural implements, edged tools, sewing machines, carriages, clocks, &c. Of these the manufacture of agricultural labour-saving machinery offers perhaps the safest and quickest return for invested capital. Oil, salt, and peat are also largely worked.

Ontario enjoys a large and steadily increasing inland as well as export commerce. The following official statement of the ports of entry and shipment, and of the vessels and tonnage registered thereat during the past year exhibits her present status as a commercial province:—

Manufactures, &c.

Shipping, ports, &c.

ONTARIO.

Name of Port	Vessels	Tons
Amherstburg	11	385
Belleville	11	932
Brockville	24	726
Brighton	Nil.	Nil.
Collingwood	12	2,247
Chippewa	3	159
Cramahe	4	447
Chatham	21	2,579
Cobourg	11	1,102
Cornwall	2	46
Darlington	2	253
Dunville	17	1,838
Dundas	1	163
Fort Erie	1	559
Goderich	21	1,390
Hamilton	35	7,907
Kingston	208	27,222
Kingsville	1	101
Niagara	1	512
Napanee	25	3,511
New Castle	1	158
Oshawa	2	538
Ottawa	106	11,158
Owen Sound	10	1,833
Oakville	9	1,006
Port Burwell	26	5,407
Port Dover	20	1,331
Port Colborne	7	709
Port Hope	34	3,895
Port Rowan	11	1,375
Port Stanley	10	1,599
Pictou	41	5,403
Saugeen	2	75
Sarnia	17	4,049
Sault Ste. Marie	6	264
St. Catherine's	126	27,723
Toronto	83	9,349
Windsor	48	5,810
Whitby	4	650
Wallaceburg	20	2,194
Morrisburg	3	382
Total	1,006	136,987
New vessels built in 1879	42	2,464

The Dominion merchant shipping at the close of 1879

stood thus:—Vessels of all kinds, 7,471, measuring 1,332,094 tons.

ONTARIO.

Chief cities,
towns, &c.

Toronto, the capital and commercial centre of Ontario, and the second city of the Dominion in population and wealth, has many attractions for the pleasure-traveller. Situate upon a level plateau overlooking a beautiful bay at the head of Lake Ontario, from which it is separated by Gibraltar Point, it occupies a position at once singularly prominent and picturesque. Surveyor-General Joseph Bouchette thus writes of it in 1832: 'In the space of five or six years after 1793-94 York * became a respectable place, and rapidly increased to its present importance. It now (1832) contains a population of 4,000. The pressure of the late war has been considerably felt here, as it was captured by the American army on April 27, 1813. They held it only a few days; but in that time the Government House and all the public buildings and stores were burned, after removing so much of their contents as could be conveniently carried off.' Its streets are broad and well paved. Its public buildings are substantially-built and architecturally conspicuous. King, Queen, and Younge streets are the main thoroughfares. Its present population is between 70,000 and 80,000. The best general view of the city, suburbs, and surrounding country is obtained from the lofty spire of St. James Cathedral in King Street. There are 75 churches in Toronto, capable of seating 50,000 persons. The University, a noble Norman-Gothic edifice, the Queen's Park, Osgoode Hall, Normal School and Horticultural Gardens, Knox College, Trinity College, and the New Custom House and Post-office buildings, and the Exhibition building will each repay a visit. Near the south-west corner of the Exhibition building stands a memorial cairn bearing the following *fac simile* inscription:—

Toronto.

* So named (August 26, 1793) after the Duke of York, in commemoration of his victory over the French in Flanders. It retained this name until 1833, when it was incorporated as the first City of Upper Canada, and its name was again changed to Toronto.

ONTARIO.**THIS CAIRN**

Marks the exact site of

FORT ROUILLE

Commonly known as

FORT TORONTO

An Indian trading post and stockade

Established A.D. 1749

By order of the Government of Louis XV
in accordance

with the recommendation of

The Count de La Galisonière

Administrator of New France 1747-1749

Erected by the Corporation of the
City of Toronto
A.D. 1878

The Provincial Lunatic Asylum, on West Green Street, is an imposing edifice, 644 feet in length. The valley of the Don, and Todmorden on the east, and New Park and Humber Bay on the west of the city, afford pretty drives. There are numerous hotels, but the Queen's Hotel and 'Rossin' House furnish the best accommodation for tourists. The former house is famed throughout Canada as having formed the headquarters of most of the titled and distinguished visitors to this section of the Dominion during the last quarter of a century. From Toronto six lines of railway are already in operation. These are the Grand Trunk, the Great Western, and Credit Valley, to the east and west; and the Northern, Toronto, and Nipissing, and Toronto, Grey, and Bruce to the north and north-west.

Hamilton.

Next to Toronto, Hamilton is the largest town in the province. It is forty miles distant by railway from the capital, about the same distance from Niagara Falls, and is reached by the Great Western Railway from either point in an hour and a half. It has a population of nearly forty thousand, and has some pretty drives in the neighbourhood. Next to Toronto and Hamilton the most important places in the province are Ottawa city, the Dominion capital, Kingston, London, Belleville, Brockville, St. Catherine's, Peterborough, Prescott, Cobourg, &c. The Government buildings at Ottawa occupy four acres of ground, and cost about four millions of dollars. Though architecturally defective,

Ottawa.

they form one of the most extensive and imposing ranges of public buildings on the American continent. A rocking-stone, not unlike the famous Logan rock in Cornwall, has lately been discovered 31 miles from the city. Hull, on the Quebec side of the Ottawa River, is reached by a suspension bridge, which commands a fine view of the city, river, and falls.

Who should go, and When.—The Ontario Government has not encouraged promiscuous immigration for some time past, because the demand for immigrant labour, both skilled and unskilled, which was formerly so large, has, for some time past, been less brisk, with the sole exception of that for farm labourers and female domestic servants, who still continue much in demand and receive good wages. Of professional men, and of book-keepers and clerks, Ontario has enough and to spare. The kind of persons who would be certain at all times to improve their position and prospects by emigrating to Ontario are tenant-farmers and others with capital, who desire to adopt agriculture as a pursuit; and persons with small but independent incomes, especially those having families to educate and settle in life. There is only one restriction to the sale of land, and that is the law of dower in favour of the wife. Money can be invested with perfect security at from 7 to 8 per cent. interest, and as most of the necessaries of life are very much cheaper in Ontario than they are in England, and education is free, it is obvious that for families in the circumstances referred to Ontario is a most desirable place to settle in. Food being everywhere abundant and cheap, the cost of living is low as compared with that of similar fare in Great Britain. Rents in Toronto and other large towns are likewise moderate. Clothing, except such as is produced in the province, is about one-fourth more than in England. As to agriculturists with capital, the inducements afforded settlers in Ontario are even stronger. Cleared farms, with every improvement, including buildings, can be purchased at prices ranging from 5*l.* to 40*l.* per acre in the older and more thickly settled districts of the province. Thus for a sum of money not greater than the present yearly rental of many farms in England a man may become in Ontario the absolute owner of the land he tills, and be for ever

Inducements to settle.

ONTARIO.

free from uncertainty of tenure and the sense of dependence on the favour of a landlord. For farm labourers there is generally a decided preference for single men, and no competent, steady man need long be without work at remunerative wages.

Routes, &c.

To all parts of Ontario there is at all times ready access from British and most North European ports by the 'Allan,' 'Dominion,' 'Temperley,' and various other Atlantic steam lines, by way either of Quebec, Halifax, or Portland, and thence by the 'Intercolonial,' 'Grand Trunk,' and 'Great Western' railways.

From Toronto the still westward- and northward-bound pleasure and health seeker has choice of a great variety of pleasant tours among the northern lakes of Ontario. Collingwood, situate at the southern extremity of the Georgian Bay, is the starting point for the whole lake region. It is reached by the Northern Railway from Toronto, distant ninety-six miles, in about five hours. The route thither, as far as Lake Simcoe, sixty-three miles, lies through a fine and fertile land—too flat, perhaps, to be considered picturesque, but sufficiently rolling for farming purposes. Clumps of stately elms with noble stems shooting high before their fan-shape commences, relieve the monotony of the scene, while here and there a field dotted with huge pine stumps shows the character of the old crop. Lake Simcoe, next to Nipissing, is the largest inland water area of Ontario. The shores are most picturesque. While the traveller is in the neighbourhood of Toronto and Collingwood the Chouchiching and Muskoka Lake and River district may be most advantageously visited: An illustrated guide to this district, compiled by Mr. Barlow Cumberland, and published by Hunter, Rose, & Co., Toronto, contains much useful information for the tourist in this section. The whole Georgian Bay district, between which and the Ottawa River are embraced the smaller districts of Parry Sound, Muskoka, and Nipissing, is emphatically a country of forests, lakes, and rivers. The lakes vary greatly in extent, the larger ones being thirty to forty miles in length, while the smaller ones are little more than ponds, but clear and deep, and abounding in salmon-trout, black bass, speckled trout, and perch. Lakes Simcoe and Couchiching are charm-

ing pic-nic resorts, while Lakes Joseph, Rosseau, Trading Lake, and Sparrow Lake swarm with almost every variety of fish, and afford good duck-shooting. From Lake Simcoe (Allandale) Muskoka wharf is reached by a branch line *via* Barrie and Orillia, the distance being fifty-three miles. Gravenhurst and Bracebridge are the points of rendezvous for the Muskoka region. The South Falls (Muskoka) and the Crystal Falls (Rosseau) should be visited.

When at Toronto or Hamilton, the traveller who visits Canada for the first time should not omit seeing Niagara Falls. The best view of this famous cataract is to be had from the Canadian shore, near Clifton, at the eastern terminus of the Great Western Railway.

Niagara
Falls.

West of Collingwood rise a range of hills, once thickly wooded to their summits, but now showing in their seamed and scantily-covered sides the rapid settlement of the past few years. Though scarcely 1,000 feet high, they are mainly noteworthy as being the highest mountains in the great province of Ontario. During the summer months upper cabin steamers run semi-weekly through the Georgian Bay *via* Great Manitoulin Island, Bruce Mines, Sault Ste. Marie, and Lake Superior to Duluth, calling at Nipigon, Prince Arthur's landing, and the various other points of interest on the north shore. The scenery of the Ste. Marie river is singularly bold and picturesque. Duluth is the eastern terminus of the Northern Pacific Railway and the northern terminus of the St. Paul and Duluth Railway, and its principal interest for the overland traveller centres in the facilities which its present railway system affords.

Lake Superior, as is well known, swarms with fish, and good shooting may be indulged in at many of the steamer stations on its picturesque shores and bays. For those fond of fresh-water and steamer-travel, no more refreshing or delightful trip can be found on the American continent.

The most expeditious and for the present, indeed, only available winter route westward from Ontario, lies through the adjoining American state of Michigan, *via* Detroit and the Michigan Central Railway to Chicago.

If Detroit was not naturally one of the prettiest cities on the American continent, art, capital, and the

Detroit.

ONTARIO.

home-loving instincts of its somewhat cosmopolitan population could not fail to make it such. Its charming and almost unique situation, its temperate climate, clear, sparkling atmosphere, with its numerous parks and squares, noble avenues, and spacious public buildings, its picturesque walks and drives, added to the generous hospitality of its citizens, and the excellence of its hotel accommodation, combine to make it one of the most attractive and really enjoyable cities on the American continent.

**Sporting
centres.****Sport and Sporting Places.**

Bradford, situate forty-two miles north of Toronto, near the Holland river marsh. Snipe and wild duck.

Orillia, situate at the foot of Lake Couchiching, is a centre for summer travel.

Belle Ewart is the southern terminus of water route on Lake Simcoe to Orillia and Muskoka Lakes.

Lake Couchiching has splendid brook trout and black bass.

Gravenhurst is the present terminus of the Northern Railway at the foot of Muskoka Lakes.

Sparrow Lake affords good fishing, duck and ruffed grouse shooting. There and back from Orillia in one day.

Shanty Bay in Lake Muskoka has good bass fishing.

Bracebridge, the capital of Muskoka District, and the North and South Falls. Wilson's and High Falls may be easily visited.

Port Cockburn, at the head of Lake Joseph, has good salmon, trout, bass, and pickerel fishing. There are Maskinonge in Black Stone Lake.

Lake Rosseau and the Muskoka and Maganetawan rivers offer fine fishing.

The only restrictions to sporting in Ontario are in favour of close seasons at certain periods of the year. The moose, cariboo or reindeer, and the red deer are found in large numbers, but of course only in the unsettled or partially settled portions of the country. The fox, silver, grey, red and black; raccoon, otter, marten, mink, and musk-rat, are found in many places contiguous to settlements, and are captured for their furs. The beaver is still found, but at increasingly remote spots. The Canadian rabbits resemble in many respects the

English hare. They are abundant, but not in numbers sufficient to prove mischievously destructive. ONTARIO.

There is every description of wild fowl; the wild swan, goose and duck of several kinds. A very great variety of birds spend their summer months in Ontario, but with few exceptions migrate to warmer regions as winter approaches. The insectivorous birds are, for the benefit of the farmer, protected by law. Also partridges (similar in habits and colour of meat to the English pheasant), quail, woodcock, striped plovers, wild turkey, and some others. Hay Bay, once a famous duck-shooting ground, is now preserved and planted with wild rice. The wolf is very scarce, although occasionally heard or seen in the vicinity of the back settlements. The bear frequents the woods in the northern part of the province, but is seldom dangerous, living largely in summer on wild fruits and roots, and hybernating in the winter. Bruin rarely attacks a human being unless molested or brought to bay. Birds.

Fishery laws are in force in certain waters. They are, like the game laws, only intended to prevent the unfair or wasteful destruction of the fish. The lakes and rivers of Ontario literally swarm with fish. The salmon trout, white fish, trout, herring, maskinonge bass, pike, and pickerel, with all kinds of small fish, are captured in enormous quantities. Fish.

The Game Laws are strictly enforced throughout the province of Ontario, and sport thereby greatly advantaged. Fish and game *may be taken* within the following periods:— Sporting seasons.

Fish.

Salmon and Lake Trout . . .	December 1 to November 1.
Speckled Trout, Brook and River Trout . . .	May 1 to September 15.
Bass	June 15 to May 15.
Maskinonge and Pickerel . . .	May 15 to April 15.

Game.

Deer	September 15 to December 15.
Partridge and Grouse . . .	October 1 to February 1.
Duck	September 1 to January 1.
Woodcock	August 1 to January 1.
Snipe	August 15 to May 1.
Quail	October 1 to January 1.
Plover	November 1 to May 1.
Hares or Rabbits	September 1 to March 1.

BRITISH COLUMBIA.

BRITISH COLUMBIA.

BRITISH COLUMBIA is the largest, most distant, and least settled of the seven confederated provinces of the Dominion of Canada. It occupies a territory equal in extent to nearly three times that of Great Britain. It possesses a climate which, considering its geographical situation, is remarkable alike for its mildness and its salubrity. It has a coast-line of marvellous extent and picturesque beauty, and contains some of the grandest mountain and river scenery to be met with in any part of the vast empire of which it forms a part. Its fisheries are certainly among the richest in the world, and these are almost equalled by the extent and value of its mineral resources and by the variety, excellence, and profusion of its forest growth.

Bound-
aries, ex-
tent, &c.

It occupies the extreme north-west section of the Dominion, being bounded to the north by the 60th parallel of latitude, west by Pacific Ocean and Alaska territory, south by the 49th parallel or International boundary, and east by the Rocky Mountains.* Including Vancouver and Queen Charlotte's islands, and the vast Archipelago connected therewith, it may be said to embrace the whole country situate between the Simpson River on the north, and Puget Sound and the Columbia River on the south—an area equal to 340,000 square miles, or upwards of two hundred and eighteen millions of acres.

This province is distinguished for its geographical and climatic features. These divide it into two main territorial divisions—Vancouver's Island, and the main-

* The decision of the Emperor William of Germany (October 21, 1872) on the *San Juan Boundary Question*, affirmed the United States interpretation of the Treaty of 1846, in virtue of which the boundary of that power runs through the Haro Channel west of the San Juan Archipelago.

A reference to the accompanying map will show the extent of this Archipelago as far as the Fuca Straits. It breaks up what would otherwise form one main channel into three distinct passages or straits. These are known as the Eastern or 'Rosario' Strait, the Middle or 'Douglas' Channel, and the Western or 'Haro' Strait.

land or continental portion. These are further divided into three sections or districts known as: 1. West of the Cascades; 2. East of the Cascades; 3. Islands of Vancouver, Queen Charlotte, &c.

The climate of each of these divisions differs greatly from the rest. The islands, indeed the whole coast region, has a climate closely resembling that of England, but without the dreaded east winds, and it is on this account frequently called the 'Great Britain' or England of the Pacific. A warm current of water flows down the west coast of America, just as the Gulf Stream flows up along the coasts of Great Britain, and in its passage warms the coast from Alaska to the Columbia, and gives to the western slope of the Cascades those forests which are the wonder of the world. The vapour rising from the warm sea is blown inwards, and, becoming condensed by the cooler air of the land, falls in rain or fog upon the slopes and valleys and produces the moist climate of the winter and spring. During the summer months the temperatures of the land and sea are slightly reversed, and the land, instead of condensing the vapour, dissipates it—at least, in the neighbourhood of Victoria.

Climate.

West of the Cascade range the rainfall exceeds that usually experienced in England, while at the same time it is less frequent. East of these mountains the heat and cold are more decided, and are not unfrequently accompanied by drought.

Rainfall.

In this section irrigation is sometimes found necessary. The following table of meteorological observations from January 1874 to December 1879, which appeared in a recent number of *The Colonies and India*, is of interest. The means and extremes of the six years were as follows:—

Mean of barometer	29.933
Mean temperature	48.5
Highest maximum	92.0
Lowest minimum	7.0
Mean days rain fell	151
Mean rainfall in inches	58.95
Greatest yearly fall „	69.15
Least „	49.43
Greatest day's fall „	2.80
Mean days snow fell	21
Mean snowfall in inches	46.38

**BRITISH
COLUMBIA.**

Greatest year's fall	97.4
Least year's fall	1.75
Greatest day's fall	11.5
River unnavigable from ice, 1875, Jan. 6 to Feb. 27	
" " " 1877, 1 day, Jan. 23	
Total observations	18,117

A. PEELE,

Canada Meteorological Service.

'The climate of Victoria,' remarks a late local writer, 'is beyond any comparison the best suited to the taste of the English on the Pacific coast. It has all the sun and none of the evening fogs of San Francisco; the blue sky without the rain of Portland; snow as constant as on the Rocky Mountains close in sight on the towering Olympia range, and yet it is never cold; hundreds of miles of inland navigation; fish at all seasons, sea and land otter, deer, elk, beaver, mink, marten, silver and sable fox, and the finest grouse shooting in the world.' Fruit grows in perfection. All these advantages are offered, together with a good soil, by British Columbia to the British emigrant.

History.

The history of British Columbia proper is of the briefest possible kind. Vancouver historically is much older, having been discovered by Juan de Fuca, a Greek, in 1592. The first settlements were made at Nootka Sound in 1778. It was not till 1792 that Captain Vancouver visited the island, so that for two centuries after its first discovery it remained unknown to the world. The history of the province may be divided into three periods, viz.:—1. The Colonial period; 2. The Union period; 3. The Provincial or Dominion period. Those desirous of obtaining further information in regard to the history, resources, and development of British Columbia than can possibly be compressed in these pages, are referred to the works of M. M'Fie, G. M. Sproat, A. C. Anderson, Dr. Rattray, Dr. Charles Forbes, Robert Brown, and the official report (1871) of the Hon. Hector L. Langevin, Dominion Minister of Public Works.

As a colony it may be said to date from 1858, in which year the gold discoveries on the Fraser river first attracted attention and immigration. Previous to that year it had been known only to the trappers and traders of the North-West and Hudson Bay Companies.

The trading licence of the latter company was revoked in 1858, and British Columbia erected into a colony by Act of Imperial Parliament, 21-2 Vict. cap. 99.

**BRITISH
COLUMBIA.**

In 1866 Vancouver Island, which had previously existed as a separate colony, was united with the mainland of British Columbia, and five years later the united colony became confederated as a province of the Dominion. The terms of union of this province with the Dominion of Canada are now so generally known and so well understood that it is not deemed necessary to recapitulate them here. It may, however, be well to state that the provisions of the British North America Act are applicable to British Columbia in the same way and to the like extent as they apply to other provinces, just as if this colony had been one of the provinces originally united by the said Act.

Entry
into the
Dominion.

To fully understand the geography of British Columbia it is necessary to indicate the mountain ranges which divide its several portions. These are respectively known as the 'Coast' and 'Cascade' range. The Coast range commences above New Westminster and extends parallel with the coast as far as Mount St. Elias at its northern extremity. The Cascade range, so-called from the rapids of the Cascades upon the Lower Columbia, is an extension northward of the California Sierra Nevada mountains, and is elsewhere more fully described.

Mountains,
&c.

The main mass of Vancouver Island is a mountain ridge, the highest peak of which—Mount Arrowsmith—rises to the height of nearly 6,000 feet, and whose buttress-like walls descend, for the most part, abruptly to the shore.

The extent and diversified character of the British Columbia coast are alike remarkable. On Vancouver Island the principal harbours are those of Esquimaux and Victoria on the south, Nanaimo on the east, and Barclay Sound on the west coast. The head of Barclay Sound is only fourteen miles from the east shore of the Island. On the mainland the chief inlets are Burrard and Bute inlets, Howe and Milbank Sounds, and the estuaries of the rivers Skeena and Nasse.

Harbours.

Burrard Inlet is situated on the Gulf of Georgia, a few miles from New Westminster. It is nine miles long,

Burrard
Inlet.

**BRITISH
COLUMBIA.**

deep and safe. Port Moody, near its entrance, has been selected as the main land terminus of the Canada Pacific Railway. It is the port from which the lumber trade of the province is chiefly carried on. The town site embraces about 280 acres of flat land, the balance being hilly. It is very easy of access to vessels of any size or class, and convenient depth of water for anchorage may be found in almost every part of it. Moodyville and Coal Harbour are important milling and lumber shipping points on the south shore.

Howe Sound is north of Burrard Inlet, separated from it by Bowen Island, and comparatively difficult of access.

Bute Inlet is much farther north, is surrounded with lofty mountains, and receives the waters of the River Hamathco. Valdez Island lies between its mouth and Vancouver.

Milbank Sound, still further north, will become valuable as a harbour, as the gold mines on Peace River attract population.

Rivers,
lakes, &c.

The River Skeena is now ascended by steam vessels from Nanaimo, and is one of the routes to the Ominica gold mines.

The River Nass enters the ocean near the frontier of Alaska. It has been ascended by a steamer more than twenty-five miles. It is believed that the region it waters is rich in gold, and both it and the Skeena are valuable for the fisheries.

There are no navigable rivers in Vancouver, and the streams, which resemble torrents in winter and are nearly dry in summer, are short and valuable only as mill sites. Of the rivers on the mainland the most important are the Peace, Findlay's Branch, Simpson, Skeena, Stickeen, and Nasse in the north. The Fraser, Thompson, Quesnel, Kootenay, Mackenzie Fork, Aux Liards, Deloire, Dease, and Bear rivers rank next in importance. After these come the Chilco, Harrison, Belwhoola, Bonaparte, Cranberry Fork, &c. The lakes thus far surveyed and named are the Babine, Fraser, Stewart, Okanagan, Kamloops, Nicola, Osoyoos, and Tatla. The larger lakes do not freeze over in winter, nor do the larger rivers and streams close entirely up.

Chief
towns.

British Columbia, as before remarked, is very sparsely settled. There are no large towns and com-

paratively few small ones. Victoria, the capital, contains a population variously estimated at from 6,000 to 8,000, about 2,000 of whom are Americans. The other chief settlements on the island are at Nanaimo, Esquimalt, and Comox; and on the mainland at New Westminster, Yale, Hope, Kamloops, Quesnel, Lytton, Barkerville, Stanley, Okanagan, and in the mining districts generally.

The interior of British Columbia presents a rich and comparatively virgin field for the researches of the geologist. During 1875 and 1876 a preliminary examination of a considerable section of the southern interior was made by Professor Geo. M. Dawson, and very many important facts established, but by far the largest portion of the vast province still remains unexplored and unreported upon. Embraced in this area are the following districts:—

1. Region north of Kamloops and east of the Fraser, including the Cariboo district.
2. East of the 119th meridian, including the Upper Columbia and Kootenay district.
3. West of the Fraser and south of the Chilcotin Rivers.
4. Vancouver Island and mainland coast.
5. Head waters of the Stewart, Skeena and Peace Rivers, including the Ominica gold district.
6. North of Lat. 54° extending to 60°.

Productions.

BRITISH COLUMBIA owes what population and importance it possesses mainly to its rich mineral deposits. Of these gold and coal have thus far furnished by far the largest returns.

The discovery of the precious metal, first on the Fraser, or 'Crazy,' river, in 1858, and at Cariboo in 1862, led to the formation of the Vancouver colony, and gold-mining still forms the chief industry of the province. The yield for 1874 amounted to 1,844,618 dols., and for 1875 it was 2,474,904 dols., which sum, divided among 2,024 miners, gave 1,222 dols. (251*l.*) per man employed; a fact worthy the consideration of English miners of the present day. McDame's, Dease's and Thiberts' creeks are the principal mining centres in Cassiar district, and

Geology

Minerals.

Gold.

**BRITISH
COLUMBIA.**

the best route to them is by steamer from Victoria to Fort Wrangel, thence up the Stickeen River, and the remainder of the journey by 'trail.' At Ominica, near the northern boundary, gold is more scattered and less remunerative for working. Gold in paying quantities is found on the Kootenay and Columbia Rivers, at Okanagan, at Shuswap Lakes, and in the country lying generally between the Rocky and Cascade mountain ranges.

This constitutes the third mainland division or mining district of the province. The gold-bearing districts are mainly in the northern portion of the province, and extend over several thousand square miles of country.

The working of the various gold-mining districts during 1877 has resulted as follows:—In the Cariboo district 179 claims were worked by an aggregate force of 930 men, 600 of whom were Chinese, with a total yield of over half a million dollars. The Big Bonanza ledge, which includes the 'American,' 'Pinkerton,' and 'Enterprise' mines, is also worked by the 'Cariboo Quartz Mining Company.' In the Cassiar district, covering an area of about 300 square miles, 123 claims were worked, and about the same amount obtained. On Fraser River little was done in the way of mining, owing to the low water in the creeks. The total yield of the province for 1877 is computed by the mining bureau at 1,608,182 dols. 72 cents. The yield from 1858 to 1881, a period of twenty-three years, was 46,187,626 dols., equal to 9 millions sterling, or about 420,000*l.* per annum.

Silver, &c

Silver ore of good quality has been obtained from the Eureka Mine near Hope on the Fraser River, but mining operations have not been begun. On Texada Island a 'mountain of iron ore' exists; copper leads have been found at Saanich, Salmon Arm, and elsewhere on Vancouver Island, and on Howe Sound, and Pitt Lake, while lead is found in several localities.

Coal.

Nanaimo is the centre of the coal industry of the province. Several mines of bituminous or soft coal have been profitably worked for years, and fresh seams are being constantly opened. The quality is pronounced superior to Scotch, but inferior to Welsh. The output of the Vancouver Coal Company, Wellington, and South Wellington Collieries for the last four years has averaged over 120,000 tons annually. These mines, which yielded

17,000 tons in September 1880, have been recently examined by an English mining engineer. They are: 1. The Douglas Pit, situated in the city itself; 2, Fitzwilliam Mine, upon Newcastle Island; 3, New Douglas Mine, near Chase River; and 4, South Field Mine, south of Chase River. The San Francisco and adjoining markets are still largely supplied from these mines. Upwards of six hundred men (Whites, Chinese, and Indians) are employed, and their earnings range from 10s. to 20s. a day.

The British Columbia coal mines yielded 84,000 tons in 1877, 171,000 tons in 1878, and 241,000 tons in 1879. The exports to foreign ports for 1879 amounted to 173,789 tons, valued at 586,909 dols.; an increase of 28,000 tons over the previous year.

During the ten years ending 1877-78 coal to the amount of 330,395 tons was shipped from Nanaimo. Freestone of good quality is plentiful on Newcastle Island, Vancouver, and anthracite coal is found on Queen Charlotte's Island.

At Baynes' Sound and Burrard Inlet the croppings of coal give evidence of extensive deposits. At the former point, ten miles south-east of Comox, one mine is in active operation, and coal of fair quality is shipped. The scarcity and high price of labour is the main obstacle in the way of further developing the coal and other mining resources of the province. Next to gold, coal, timber, and fish, furs, and hides, form the most valuable articles of British Columbian export.

British Columbia, west of the Cascade Mountains, including Vancouver and Queen Charlotte's Islands, may fitly be termed the Acadia of the Pacific coast. More than half its area is covered with one of the finest forest growths in the world. For hundreds of miles the whole surface of the country is densely wooded, gigantic pines clothing the sides and slopes of the mountain ranges in perpetual green, and disputing the mastery of their dizzy summits with the eternal snow. The immensity of the forests cannot well be exaggerated, and the height of the trees, reaching 300 feet and upwards, must, like those in the famed Calaveras and Mariposa groves of California, be seen to be believed.

Professor Dawson estimates the total annual product at 200 millions of feet, 150 millions of which are shipped

Forests,
timber, &c.

**BRITISH
COLUMBIA.**

to California, 25 millions are exported to foreign countries, and 25 millions used at home.

The monarch of the British Columbian forest is, unquestionably, the Douglas fir (*abies Douglasii*), which occupies the same position among the trees of the Pacific slope that the white pine (*pinus Stribus*) or 'Weymouth' pine does in New Brunswick. It is a most valuable timber, and is used throughout the western province for building purposes and for export under the name of 'Oregon Pine.' It attains its prime growth in the vicinity of Victoria and along the west coast of Vancouver. Red cedar (*thuja gigantea*) is another giant of the Fraser Valley and Coast region, much used by the Indians in the construction of their houses, and of those large canoes which are the wonder of the eastern people. On Vancouver a species of oak (*quercus garyana*) grows plentifully. Hemlock (*pinus Canadensis*) and spruce (*abies mortensiana*) are common on the mainland; while maple of two varieties (*acer macrophyllum* and *circinatum*), two species of pine, and one each of alder and yew, are frequently met with. The arbutus grows to a fine size, and in colour and texture resembles English box. In the second or arid district a pine (*pinus ponderosa*), closely resembling the Ontario red pine, takes the place, though by no means the form, of the Douglas fir of the coast. Cottonwood, or Liard, poplar, and black pine (*pinus contorta*), and occasional patches of black and white spruce, birch, and balsam fir, all inferior in quality, are about the only timber trees found in the third or East Cascade region.

Fruit.

Fruits of almost every kind popular in England may be grown to perfection around Victoria and New Westminster. The soil of Vancouver is well suited to the growth of grapes, and apples and pears are a prolific crop. Wild berries of various kinds grow in profusion, and form a staple article of food among the coast Indians.

The vegetable and fruit crops in the neighbourhood of Yale were reputed as being of unusual excellence during the season of 1880.

Facilities for reaching an interior market are alone wanting to render this branch of industry profitable.

**Fisheries,
&c.**

Next to the gold and coal-mining and the timber industries, its fisheries constitute the most valuable

and prosperous interest of British Columbia. Between the American boundary lines of Alaska and Washington, there is not a bay, inlet, fiord, or river, that does not literally teem with fish. Fish swarm the sea, the lakes, the rivers. As a waggish Cantab professor remarked, when fishing at the *dalles* of the Columbia River, 'There's no *finis* to the finny tribes hereabouts.'

The failure of the salmon fisheries during the past four years has been frequently attributed to the severe freshet of 1876, which is said to have stranded and thus destroyed the spawn. Over-production in 1874 and the two following years did much to augment the later depression; thus, while there were 5,465 barrels and 5,452,880 cans of salmon cured in 1878, only 2,159 barrels and 2,932,464 cans were cured in 1879. They are now valued at two millions of dollars.

We shall never forget an hour's fishing in the clear waters of an inlet of the Pacific embosomed in the midst of densely wooded mountains. With a most primitive hook, and bait collected from the mussels which lay thickly on the rocks, we filled a basket of most capacious dimensions with a miscellaneous collection which would have gladdened the hearts of the frequenters of the Westminster or Brighton Aquarium. Ferocious dog-fish, useful for their oil, delicate-eating rock-cod, whiting, hideous devil-fish, gigantic crabs, ugly bull-heads swelling themselves into preternatural forms, and brilliant sea-dace were a few of the results of one hour's sport.

Salmon are so plentiful in the Fraser that fish weighing 30 lbs. have been sold for 6*d*. Establishments for the 'canning' of these fish, similar to those on the Columbia River, are now in successful operation on the Fraser River from the mouth upward, at the mouth of the Skeena and other points, and capital might be most profitably employed in their extension, as the European and American and Australian markets are all open to them. Chinese labourers are largely employed at the 'canneries,' and a visit to one of them and an inspection of the process will present much that is interesting as well as valuable to the traveller in this part of the world.

Salmon ascend the Fraser as high as Stewart Lake, which they usually reach by the middle of August. On the main or eastern branch a salmon weighing 75 lbs. was

**BRITISH
COLUMBIA.**

taken near Yale in July 1880. The fish taken in Babine Lake at the head of Skeena are, however, the finest, being both fatter and larger than the Fraser River fish. They are dried in large numbers, and form the winter food of the soldiers and others stationed at Fort St. James and other frontier stations. There are five varieties, three known as 'silver,' the noan or hump-back, and the hook-bill. The silver salmon begin to arrive in March or early in April, and last till the end of August. The humpback makes its appearance every second year between August and winter. This and the hook-bill, which comes about the same time, furnish the bulk of the fish for canning and commerce, and are largely exported. The 'Inverness' and 'Aberdeen' canneries at Port Essington are reported to be profitable. At the former 10,000 cases and 3,000 barrels were put up in 1879.

A sea-snake, six feet long, having a mane and a head shaped like a panther, has recently been caught by Indians near Victoria. It was to be preserved in spirits and sent to Ottawa. Enormous sturgeon are frequently taken in the Upper Fraser.

Oolachans, or 'Houlican,' a small fish of a most delicate flavour, run up the Fraser and other rivers twice a year. Higher up the coast they are called candle-fish, as, being so full of oil, the natives dry them, and burn them as candles. Oil-producing fish, such as the dog-fish and ground-shark, are common to the whole coast, as is also the whale. Anchovies are also plentiful.

Halibut, cod, herrings, and numberless other varieties of fish abound, while oysters of good flavour are abundant and cheap.

There is every reason to believe that the fisheries of British Columbia will in time prove as profitable as those of Nova Scotia and the Gulf of St. Lawrence. Nanaimo, V.I., is the head-quarters for the deep-sea and whale fisheries. The production of the entire province for 1877 was valued at 583,432 dols., that for 1878 at 925,767 dols., and for 1879 at 631,767 dols.

Next in importance to the Fraser and Skeena River fisheries are those of Nawiti, in the Golitas Channel, Nasse River and Harbour, and the Queen Charlotte and Vancouver Island fisheries of Massett Harbour,

Skidegate, &c., &c. British Columbia fish find their chief market in South America, Sandwich Islands, and Australia.*

BRITISH
COLUMBIA.

Furs are still largely exported, though shipments have somewhat declined of late years. It is now an open trade. The average annual production is about 60,000/. The most valued are the black and silver fox, sea otter, fur seal, sable, beaver, musk, and marten.

Fur.

Free grants of land are made, as in other provinces of the Dominion, to heads of families, widows, or single men of eighteen years. East of the Cascades 320 acres is the limit of the grant, and 160 acres in either of the other divisions. After registration under the Homestead law, the farm and buildings are free from seizure for debt to the value of £500. Goods and chattels are also free to £100. At the end of two years, the regulations as to cultivation and improvement being complied with, the land becomes the property of the pre-emptor under Crown grant. Or the land may be purchased outright at one dollar or four shillings and twopence per acre, to be paid in full, or in two annual payments. Military and naval officers are entitled to free grants. Improved farms may be bought at prices ranging from £1 to £8 per acre. Timber lands can be leased at nominal rates, and gold-mining licences are granted at £5 per annum.

Landlaws,
&c.

The quantity of land suitable for farming purposes on Vancouver Island was lately estimated by the *British Colonist* newspaper at 368,000 acres, one-half of which is still Crown territory, situate in the following districts :—

Districts	Acres
Victoria (mostly owned and occupied)	100,000
Saanich Peninsula	64,000
Sooke	3,750
Cowichan	100,000
Salt Spring Island	5,750
Nanaimo (including Cranberry and Cedar)	45,000
Comox and Nelson (mouth of Puntledge River)	50,000

Total 368,500

The area of the island is in round numbers 16,000 square miles, or 10,000,000 acres.

* The report of Professor D. S. Jordan on the fish and fisheries of the Pacific coast, now in course of publication by the Smithsonian Institute, at Washington, D.C., is looked for with much interest.

**BRITISH
COLUMBIA.**

Means of
communi-
cation,
tourist
routes, &c.

The best land for grazing purposes is to be found in the Similkameen, Okanagan, and Nicola Lake districts.

The visitor who goes to British Columbia from Washington, Oregon, or California, should not fail to spend some time on Vancouver Island. The Government roads in and around Victoria are, for the most part, well built and in good repair. The only bit of railway in the province is that between Emory Bar and the Suspension Bridge over the Thompson River. It is thirteen miles in length, and forms a portion of the western or ocean division of the Canadian Pacific line. Steamers ply regularly on the waters of the Georgian Gulf and the Juan de Fuca Straits. A Government steamer leaves Victoria weekly for Cowichan, Maple Bay, Admiral Island, Chemainus, and Nanaimo, situate on the east side of the island, sixty-five miles north-west of Victoria. Fortnightly the same service is extended to Comox (140 miles), and occasionally to Fort Wrangel and even to Sitka, Alaska territory. From Nanaimo the traveller may proceed by steamer to New Westminster on the mainland, or, if he prefer, he may reach Westminster direct from Victoria, the steamer making the trip of seventy miles in about six hours. A cable, twenty-six miles long, connecting Vancouver Island with the mainland, near the mouth of the Fraser, has just been successfully laid. At New Westminster, the former provincial capital, excellent accommodation for travellers may be procured, and the extensive salmon fisheries and lumber mills there will render a short stay interesting. Stern-wheel steamers ascend the Lower Fraser River twice a week, 100 miles to Yale, whence travellers may proceed by easy stage to Kamloops and Okanagan, Barkerville, and Cariboo (gold mines). The time between Victoria and Yale is usually about twenty-four hours, and between Yale and Victoria sixteen hours. The steamer trip up the Fraser reveals many delightful bits of river scenery. The Upper Fraser has thus far been but little navigated. Yale, so recently swept by fire, is now entirely rebuilt. There is also stage-coach communication between New Westminster and Burrard Inlet, the proposed Pacific terminus of the great Canadian overland route, and the centre of the lumber trade and timber-shipping interests of British Columbia. The

inlet is nine miles long, deep and safe, and has doubtless a great future before it. Howe Sound, divided from Burrard Inlet, by Bowen Island, and farther north Bute Inlet, with Valdes Island rising between its mouth and Vancouver, are prominent features on the coast landscape. Queen Charlotte Islands, comprising Graham, Moresby, and Prevost, have valuable oil fisheries.

The oil referred to is extracted from the liver of a species of dog-fish which is very abundant in British Columbian waters. Mr. Anderson, Inspector of Fisheries in British Columbia, in his report for the year 1879, says:—‘The oil is prepared at this establishment with great care, and a product of perfect clearness obtained. The livers of the fish (the only part employed) are first steamed, and the oil, after separation, is again subjected in another vessel to a certain degree of heat, by which very watery particles are dissipated. After being thus refined the oil is put up in cans of five gallons each, two of which are packed in a case, as is ordinarily done with coal oil. There is, I understand, a considerable local demand for this oil for lubricating and illuminating purposes, and there would be a larger outside market in Oregon and elsewhere, were it not that, in our exceptional position, under the provision of the Washington Treaty, there is a duty, virtually prohibitive, on its importation to the United States.

Fish oil.

‘The Skidegate Oil Company avail themselves largely of the Indian labour around them, and thus their presence in this locality will, under the prudent management which will doubtless be pursued, prove a continuous benefit to the natives, and secure the continuance of their good-will. There is in the neighbourhood a vein of anthracite coal, which, after having been partially opened and afterwards abandoned some years ago, is now being reopened with a view to its future working.’

Milbank Sound, north of Bute Inlet, has lately attracted some attention in connection with the Peace River gold mines. The river Skeena is now navigated by steam-vessels from Nanaimo, and furnishes perhaps the best route to the gold mines of Ominica. Both this and the Nasse River near the Alaska frontier are, however, more interesting to the pleasure tourist for the fish they contain, and the occasional pretty bits of scenery

BRITISH
COLUMBIA.

their banks afford, than as short cuts to the gold mines.

Once fairly housed in Victoria, the whole ocean and river system of British Columbia, Washington territory, Oregon, and Northern California, unfolds itself to the astonished yet aspiring *voyageur*, and, if his time and purse permit him to indulge his fancy, his facilities for sight-seeing are practically limitless. Having visited the north coast, he may, if he think fit, journey southward.

Puget
Sound.

Puget Sound is a remarkable sheet of water in itself, but still more noteworthy as the vantage-ground from which may be best viewed the wonders of Washington territory, Northern Oregon, and the Columbia River. 'On your way to Olympia from Kalama by rail,' says a recent graphic writer, 'your ears begin to be assailed by the most barbarous names imaginable. You cross a river called Skookumchuck; your train calls at places known by the jaw-breaking titles of Newaukum, Toutle, and Tumwater; and if disposed to push your geographical inquiries further, you will learn that whole communities are delightedly dwelling in countries respectively labelled Klikatat, Wahkiakum, Snohomish, Cowlitz, Nenolelops, and Kitsap.' But we are now in the territory of Uncle Sam, where, following true liberty licence, the people not only have a perfect right to call their towns after what fashion they please, but also to exercise it in the most absurd and arbitrary manner. Those desirous of pushing their explorations into United States territory will do well to consult one or other of the numerous guide-books to the Columbia and its lovely tributary, the Wallamette, easily procurable at Victoria, Astoria, or Portland. The distance from Olympia, W.T., to Portland, Oregon, is ninety-two miles. It is indeed something to be gifted with a taste for and an appreciation of the beautiful, and both will be refreshed by the magnificent scenery of these noble rivers. Port Townsend, where the boat calls on its way from Victoria to Olympia, is on the boundary line between Queen Victoria's and Uncle Sam's dominions, in the north-west. Commercially or historically it presents nothing of interest, but it is a fine point of observation. Mount Rainier (*Tacoma*) and the grand Olympian mountain

range are seen from it to great advantage. The whole coast, including Mounts St. Helen and Baker, the latter of which was in active eruption in 1860, is also visible, their summits covered with perpetual snow. South and east lie Seattle, Steilacoom, Tacoma, and Port Ludlow and Port Madison; while far in the north the famous little island of San Juan, which formed the subject of so much diplomatic fencing and newspaper discussion a few years ago, may be visited. From Port Townsend, the respected old gentleman who is popularly supposed to carry the keys of the great American continent in his 'pantaloon's pocket,' despatches a Government mail steamer to this island, whence it proceeds with passengers and freight, as well as mail bags, to Fort Tongass, Fort Wrangel, and Sitka.

On Vancouver Island and on the Lower Fraser River beautiful open prairies occur amidst the forests, and here, the soil being rich and deep, astonishing root crops are raised. The valley of the Fraser below or west of the Cascades has a climate closely resembling that of Vancouver, except that during the summer months there is a slightly heavier rainfall. After bursting through the mountain passes at Yale and Hope, the Fraser, which, like the famed Lodore, 'so long is splashing and dashing,' becomes a tranquil, steady, clay-coloured stream for the remainder of its course to the sea. Thirty-five miles above Yale, and 125 above New Westminster, the outer Cascade range is passed, and in the passage the rain-line is crossed. About twelve miles farther another mountain is climbed, and a region of complete aridity is reached.

Valley of
the Fraser.

The mainland of British Columbia, apart from the seaboard, may be divided into three sections, each differing greatly from the other two in its climatic and geological features, viz.:—1. Extending from the mouth of the Fraser to Yale Rapids, is the New Westminster, or 'settled' district; 2. From Yale to Alexandria, the Similkameen district; 3. From Alexandria to the Rocky Mountains, Lilloet-Clinton district.

Coast-line.

The coast-line of the colony, extending, according to recent re-measurement, over a length of more than 7,000 miles, equal to twice that of the British Isles, is certainly one of the most delightful and picturesque imaginable.

**BRITISH
COLUMBIA.****Coast-line.**

The brilliant descriptive writer and orator from whose published accounts and speeches we have so often culled for these pages, in his speech at Victoria in 1876, said :—

‘Such a spectacle as its coast-line presents is not to be paralleled by any country in the world. Day after day, for a whole week, in a vessel of nearly 3,000 tons, we threaded an interminable labyrinth of watery reaches, that wound endlessly in and out of a network of islands, promontories, and peninsulas, for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever-shifting combination of rock, verdure, forest, glacier, and snow-capped mountains of unrivalled grandeur and beauty.’

The following approximate measurement of distances between headlands and harbours which form the coast-line of the continental shore and outlying archipelago of British Columbia, will be found both interesting and useful to the traveller.

VANCOUVER ISLAND.

	Eng. Stat. Mls.
East and north shore line, exclusive of inlets, from Victoria to Cape Scott, the north-western extremity	330
INLETS: Cowichan Bay, Finlayson Inlet, &c.	56
Circuit of islands in Haro Strait :—	
" Mayne Island, Saturna, &c.	50
" Admiral Island	45
Circuit of islands in Gulf of Georgia :—	
" Galiano, Valdes, Gabriola, &c.	80
" Lasquiti Island	25
" Texada	62
" Denman Island and Hornby Island	30
	348
Total east and north shores and islands	678
West shore, southward :—	
Cape Scott to Victoria, exclusive of inlets, &c.	290
Inlets, &c. : Quatsimo Sound and Arms	128
Klaskino, Naspate, &c.	30
Kyoguot Sound, including N. Tasheesh and Kokshittle Arms	60
Esperanza Inlet, including Espinosa Arm, Tabella Arm, &c.	100
Nootka Sound, including Klupana, Tasheesh and Muckalat Arms	112
Hesquiat Harbour and Sidney Inlet	85
Carried forward	805
	678

	Eng. Stat. Mls.
Brought forward	805 678
Clayognot Sound, including Herbert Arm, inner passage of Flores Island, &c.	40
Bedwell Sound, and circuit of Vargas Island, and Meare's Head, &c.	45
Tofin's Inlet	30
Barclay Sound and Effingham Inlet	75
Alberni Canal	50
	1,045
Total shore line Vancouver Island, with inlets and principal outlying islands	1,723

BRITISH
COLUMBIA.*Continental Shore.*

From the Provincial boundary in latitude 49° , along the east shore of Gulf of Georgia and Johnston's Strait to intersection of latitude 51° .

Shore line, exclusive of inlets	260
Inlets, islands, &c.	
Burrard Inlet, with Arms	60
Howe Sound and Islands	60
Jervis Inlet, including South Arm, Salmon Arm, Narrows Arm, North Arm, &c.	214
Desolation Sound, including Homfray Channel, Toba Inlet and Ramsay Arm	120
North Valdes Island, Redonda Island, &c.	180
Bute Inlet	95
Frederick Arm, Cardero Channel, and Thurlow and Hardwicke Islands	140
Loughborough Inlet	80
Call Creek, and Archipelago at entrance of Knight's Inlet	130
Knight's Inlet and back to north end of Gilford Island	150
Thompson's Sound	50
Tribune Channel and Bond Sound	70
Sutlej Channel, Simpson Sound, McKenzie Sound, &c.	100
Wakeman Sound and Kingcombe Inlet	50
Wells' Passage and Drury Inlet	30
Blunder Inlet	10
Circuit of Malcolm Island	40
Estimated circuit of Hope and other islands up to Point Mexicana	60
	1,639
Total distance from Southern boundary to latitude 51°	1,899

	Eng. Stat. Mls.
Work Channel	100
Nasoka Inlet	40

Total Continental shore and principal Islands
from latitude 51° to boundary of Alaska . . . 2,875

QUEEN CHARLOTTE GROUP.

Graham Island.

Shingle Point, Skidegate Bay, to Point Rose . . .	62
Point Rose to Massett Point	32
Masset Inlet, estimated	30
To Virago Sound	8
Circuit of Virago Sound	24
To Cape Knox (extreme north-west point of British Columbia)	35
To west end of Skidegate Strait	78
Skidegate Strait, across to Shingle Point . . .	65
	334

Moresby Island.

Shincutt Channel to Spit Point	65
Skidegate Channel (Spit Point to Point Buck on west shore)	45
Point Buck to Cape Henry, including Port Kuper, &c.	50
Cape Henry to Tasso Harbour	20
Circuit of Tasso Harbour	25
From Tasso Harbour to Shincutt Channel (west end)	35
Shincutt Channel across to east side	10
Total circle, Moresby Island	250
North Prevost Island, circuit	45
South " " "	55
	100
Total circuit of Queen Charlotte Group . . .	684*

Recapitulation.

Vancouver Island	1,723
Continental shore, to latitude 51°	1,899
" " latitude 51° to Alaska boundary . . .	2,875
Queen Charlotte Group, composed of Graham, Moresby, and Prevost	684
Grand Total	7,181

With such a table as the above, and a map of

* This group has not been minutely surveyed, and there is, therefore, some uncertainty as to the subdivisions.

**BRITISH
COLUMBIA.**Vancouver
Island.Esqui-
mault.

Nanaimo.

British Columbia before him, the stranger may well feel lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region. Leaving the Oregon shores, and approaching the province by steamer from San Francisco, the traveller obtains his first view of Vancouver Island, not long after leaving the clear, rapid waters of the Columbia River. The island is 278 miles in length, with an average breadth of about 45 miles, and contains about 16,000 square miles. It is not an agricultural country, and never can become such. It abounds in wood, coal, and iron, and, in consequence, possesses great manufacturing advantages. It is, moreover, a natural tourist-ground, and abounds in good roads, has a most picturesque coast, is well wooded, and frequently mountainous inland; and, with one of the most delightful climates on the continent, has abundant facilities for communication, sight-seeing, and pleasure-taking. For many years the advantages and fortunes of both island and capital declined, but since work on the Canadian Pacific Railway was commenced renewed energy has shown itself at the coal and iron mines, and there is no reason why Vancouver Island should not supply rails for at any rate the Pacific sections of both the Canadian Pacific and Northern Pacific Railways. The harbour of Esquimault, three miles from Victoria and eight and a half miles from the Race Rocks, is the best on the coast north of the famed Golden Gate, through which is poured the cereal and auriferous wealth of California. It is thirty-six feet deep, almost landlocked, and, with the 'Royal roads' outside, spacious enough to give safe anchorage to a whole fleet of shipping. The town of Esquimault—pronounced *Squimo*—derives its chief support from intercourse with the ships of her Majesty's navy, and the steamers which here land their mails and passengers. The graving dock recently completed is the most important public work in the province. A strip or tongue of land, 750 feet wide, alone divides it from the harbour of Victoria, which, though picturesque, is somewhat narrow and intricate. Nanaimo, sixty-five miles from Victoria, has also a good harbour. The small tracts of land under cultivation in and round Victoria consist of alluvium, closely resembling the

patches of rich soil found among the Laurentian rocks of Ontario. The surface of the ground in that and other neighbourhoods is, however, so much broken by rock that it is next to impossible to accurately estimate the amount of good arable land on the island.

Victoria, the political and ecclesiastical capital and principal town of British Columbia, is delightfully situated at the extreme south-eastern extremity of Vancouver Island, in latitude $48^{\circ} 25' 20''$ N., and longitude $123^{\circ} 22' 24''$ W. It is distant 70 miles from New Westminster, 65 miles from the ocean, and between 700 and 750 miles from San Francisco. The picturesque character of the town and its surroundings, the climate, scenery, and sport, with its many social attractions, all combine to render a stay here desirable. Originally the dépôt of the great Hudson Bay Company, it acquired commercial prominence and population during the Fraser River gold excitement. The inhabitants, as before stated, number about 8,000, of whom about one-fourth are Americans. The census is not likely to be largely increased until the long-promised and long-deferred Canadian Pacific Railway reaches it. Banking facilities are afforded by the Banks of British Columbia and of British North America, and it has a good hotel. Its narrow harbour, which is scarcely so large as the St. George's or Huskisson dock, Liverpool, is rock-bound, and sentinelled by the most charming miniature bays, exhibiting grassy knolls, and here and there clumps of evergreens in all the luxuriance of tropical foliage; a river opening out above the town into a kind of lake, and spanned by pretty bridges, invites you to a boating excursion; and the fresh green of the lawn-like grassy reaches which stretch into the bay, the rocky promontories with boats anchored near them, the fine snow-covered mountains in the background, and the picturesquely winding roads leading deviously into the country, combine to form a landscape the soft and gay aspect of which immediately impresses itself on the mind of the stranger fresh from the blue waves of old ocean or the sombre-hued fir tops of Oregon and Washington territory. Time need never hang heavily on the least enthusiastic or sympathetic sight-seeker, for the Indians still roam around, and lessons in the 'Chinook' jargon, which is used by the various

Victoria.

**BRITISH
COLUMBIA.**

tribes in their multifarious dealings with the white population, may serve as a profitable way of 'breaking the ice' in a new country. Living in Victoria, though more expensive than formerly, is still cheap. In the neighbourhood of Victoria, and generally throughout Vancouver Island, good roads are found, and regular communication is maintained by stage. Government steamers ply regularly between Victoria and all the points of importance or interest on the coast and rivers.

The scenery on the Columbia, Fraser, and Thompson rivers is exceedingly picturesque. Land-slides are not unfrequent on the latter river. One occurred near Cook's Ferry during the year 1880, by which several thousand tons weight of earth, rock, &c., was precipitated into the channel. On the head-waters of the Columbia the views to be had are often remarkably grand. In a general sense, no more attractive country can be found on the whole American continent for the pleasure tourist or sportsman. New Westminster, the second city in the province in population and trade, occupies a picturesque site on the north or right bank of the Fraser, near its junction with the north fork, fifteen miles from the sea, and seventy-five from Victoria. It enjoys great trading and social advantages, and must in time attain importance. It is just twenty-five years old, the first wharf and house having been built in 1859. It now contains numerous stone and brick edifices, prominent among which are the Roman Catholic College and Convent, and the 'Occident' Hotel. It is sometimes called the 'Royal City.'

New West-
minster.

The Cas-
cade range.

The Cascade range of mountains, the natural division of the province, merits more than passing mention in any work professing to adequately describe the peculiar features of British Columbia as a field for British colonisation. It includes some of the loftiest mountain peaks on the North American continent, the honours being pretty equally divided between the British and American territories. The view from the summit of Mount Hood in Oregon has been thus described by one who essayed and accomplished the toilsome climb.* 'From south to north,'

* The following are the altitudes of Mount Hood as computed by Professor Wood:—Summit of Cascade range and foot of Mount Hood, 4,500 feet; limit of forest trees, 9,000; limit of vegetation, 11,000; summit of mountain, 15,000.

BRITISH
COLUMBIA.

he says, 'its whole line is at once under the eye from Diamond peak to Rainier, a distance of not less than 400 miles. Within that distance are Mounts St. Helen, Baker,* Jefferson, and the Three Sisters, making, with Mount Hood, eight snowy mountains. Eastward, the Blue Mountains are in distinct view for at least 500 miles in length; and lying between us and them are the broad plains of the Des Chutes, John Day's and Umatilla rivers, 150 miles in width. On the west the piny crests of the Cascades cut clear against the sky, with the Willamette Valley sleeping in quiet beauty at their feet. The broad belt of the Columbia winds gracefully through the evergreen valley towards the ocean. Within these wide limits is every variety of mountain and valley, lake and prairie, bold beetling precipices, and graceful rounded summits, blending and melting away into each other, forming a picture of unutterable magnificence. On its northern side Mount Hood is nearly vertical for 7,000 feet; there the snows of winter accumulate until they reach the very summit; but when the summer thaw commences, all this vast body of snow becomes disintegrated at once, and, in a sweeping avalanche, carrying all before it, buries itself in the deep furrows at its base, and leaves the precipice bare.'

Mount
Hood.

Perhaps the best view of this the monarch mountain of the North-west is to be obtained from the neighbourhood of the *dalles* on the Columbia River, in Oregon. The best view of the Lower Fraser is obtainable from the summit of Discovery Mountain, in the neighbourhood of the Chilliwack and Sumass Rivers. There is no doubt that both Mount Hood and its twin sister, St. Helen, have still smouldering fires, though ashes only fill their craters. Of the latter mountain it may be remarked that there are evidences that the fires come dangerously near the surface. Not long since, two adventurous Washingtonians, compelled by sudden fog and sleety storm to spend the night near its summit, and seeking some cave among the lava wherein to shelter, discovered a fissure from which issued so glowing a heat that they passed the night in alternate freezings and scorplings—now roasting at the sulphurous fire, and anon rushing out to cool themselves in the sleet and snow.

Volcanic
fires.

* Named (1792) after Captain Vancouver's third lieutenant.

**BRITISH
COLUMBIA.**

The
Interior
Basin.

East of the Cascade Mountains, which form the third grand division of this vast province, the traveller enters the 'sage bush country.' At Lytton, where the waters of the Fraser and Thompson rivers meet, fifty-seven miles above Yale, he finds himself fairly in the interior basin, and from that point to Clinton, seventy miles, the waggon road passes through a region where nothing can be raised save by processes of irrigation. Nicola Lake, thirty miles due south from Kamloops, and reached by waggon road from Lytton, is the centre of a promising pastoral section. Over much of this tract the ground during three-fourths of the year is scarcely moistened by a shower. The whole region from the United States boundary on the Columbia River *viâ* Okanagan, the Shuswap lakes, and Kamloops, north-westward across the Fraser to and beyond the Chilcotin plains, forming the north-western angle of the Great American Desert, is to a great extent only suited for a grazing country. On the hill-sides and plains between the Fraser and Thompson rivers 'bunch grass,' so much esteemed for its stock-fattening qualities, is found in considerable quantities, and on this the cattle and horses feed through the winter months. In the vicinity of Quesnel, and in the Nechaco Valley between Quesnel and Fort James on Stewart Lake, the land improves slightly, but 'farming' is a precarious business even there, and this remark will fairly apply to the whole section between the Cascade and Rocky Mountain ranges. Professor Macoun says: 'British Columbia above (east of) the Cascades can never export her agricultural products with profit, and whatever is raised in the country must be consumed there.' Metchoison is the favourite hunting ground of the Victorians.

Big game are sufficiently abundant and wild in the province to afford ample sport to the hunter. For fur there are red, cross, and silver fox, sea and common otter, marten, mink, and beaver. Buffalo are still found on the plains, bears—brown, black, and grizzly—and cariboo in the mountains, elk and deer on the coast and on the small islands. For feather there are wild geese and ducks; grouse and snipe are found well-nigh everywhere, while ptarmigan are on the mountains, and quail on Vancouver Island.

Game,
sporting,
&c.

**BRITISH
COLUMBIA.**

The principal islands of the Queen Charlotte group (Graham, Moresby, and Prevost) are natural hunting and fishing grounds of the hyperborean type, and will in time be much visited by tourists.

Notwithstanding that the Chinese immigration is still maintained, and that Chinamen and Indians to the number of 45,000 already monopolise many branches of manual labour, there are in British Columbia good openings for a limited number of small tenant-farmers with a full stock of energy and fairly supplied with means. For carpenters, joiners, cabinet-makers, able to start business for themselves and utilise the magnificent timber resources of the province, there is also plenty of work. These and such as these, with a few miners, black-smiths, choppers, loggers, and backwoods labourers who have plenty of backbone in them and are not afraid of rough work, will find ample employment in Western British Columbia for generations to come. Professional gentlemen and clerks of the needy or 'expectant' class will do better elsewhere. The cost of living is about the same as in England. The only direct tax is an annual poll tax of two dollars each on every male resident above eighteen years. This is for the maintenance of roads. Schools are free and unsectarian. Clothing and most descriptions of groceries are dearer than in England, while meat, game, and fish are cheaper. House rents in the two countries are about the same. As hay, potatoes, and other farm products are still largely imported from the United States, in spite of customs duty and cost of freight, it is quite evident that there are eligible openings for a few farmers who understand their business. A late resident in, and writer on, the province, says: 'A really good farmer, with a capital of 1,000*l.*, could make a fortune in five years by taking a cleared prairie farm near one of the towns, and using American agricultural instruments to reduce the cost of labour, which is the all-absorbing item of expense in British Columbia.' Something more than the money will be found necessary, but there is no doubt about the result if the right means are employed.

Indian and
Chinese
labour.

Cost of
living.

The Indians of British Columbia are in many respects the most interesting of the aboriginal tribes of Canada. They form nearly one half of the population, and being

Indians.

**BRITISH
COLUMBIA.**

producers as well as consumers, they constitute an important element of industry. A collection of Indian curiosities made by Dr. Powell, superintendent at Victoria, will shortly form the nucleus of a national museum at Ottawa.

The settlement at Metla Ketla, under Mr. Duncan, is making rapid strides to civilisation and self-dependence.

The Indians number upwards of 35,000, and are distributed as follows:—

Victoria Superintendency:—

Aht Nation	3,500
Bella Coolas	2,500
Comox	88
Cowichans	3,066
Hydahs	2,500
Kwah-Kewlths	3,500
Tsimpsheens	5,000
Fraser River Superintendency	15,000

Total 35,154

Chinook is the Indian trade language of the entire North Pacific Coast. It may be readily learnt, and when acquired thoroughly will be found of great service to the commercial settler. A dictionary, suitable for ordinary use, is given in Hibben's 'Guide to British Columbia' for 1877-78, pages 222-249.

Routes,
fares, &c.

The routes, ways and means of travel to British Columbia are almost as various as those within the province. No attempt will here be made to influence the traveller in favour of one route or mode of conveyance over any other. For very many and obvious reasons the lines and modes of travel to so distant a destination as British Columbia must vary as greatly as will the means and time at the disposal of the traveller.

Those wishing to see Canada or the United States *en route* from the old country should proceed by Atlantic steamer to Quebec, Halifax, Boston, or New York, and thence by rail *via* Chicago and Omaha, or St. Louis and Kansas City to San Francisco, whence a steamer plies trimonthly to Victoria, V.I. This is the shortest and most direct route, but it is at the same time the most expensive. The journey may be made comfortably in from three to four weeks, although five should be allowed, at a cost of from 35*l.* to 50*l.*, exclusive of hotel bills and extras.

Route 2 (*viâ* Portland, Oregon) is the same as Route 1 as far as Sacramento, California, thence by Oregon Division of Central Pacific to Redding, 170 miles, to Roseburg, 275 miles, and thence 200 miles by Oregon and California Railway to Portland, distant 728 miles from San Francisco. From Portland, Victoria, V.I., can be reached in about two days *viâ* Tacoma and Port Townsend, by Northern Pacific Railway and steamer on Puget Sound, as already described. This is a delightful summer route.

For those fond of sea life and scenery there are also the American all steamer routes *viâ* Panama and San Francisco, while for the enthusiastic and adventurous land-seekers, the hunter, angler, or artist, who, with knapsack or 'creel' on back, and gun or rod and net in hand, is bent on the pleasures of the lake, river, forest, and field, and who is able to portray as well as to partake of the beauties of nature (nowhere perhaps more prodigal of her picturesque charms than on the borderlands of British dominion in North America), there is left the romantic, though often rugged, overland route described at intervals in the foregoing and following pages, viz., that *viâ* Winnipeg, Brandon, Regina, Calgary, the Kicking Horse Pass of the Rocky Mountains, and the Fraser, Thompson, and Columbia Rivers. Soda Creek, 40 miles above the Chilcoton river, is the point where navigation on the Upper Fraser commences.

To those to whom sight-seeing is not an object and the saving of money is, the steam or sailing vessel direct from a British port to San Francisco, Portland, or Victoria is recommended. There are one or two fast-sailing clipper ships belonging to various well-known lines, which are occasionally despatched from London, Liverpool, or Glasgow direct to Vancouver. On these vessels saloon, cabin, and sometimes emigrant passages may be secured, at rates less than those above quoted. The voyage out, in favourable seasons, is usually made in three months, and the intending colonist arrives at his destination with the best possible preparation for going to work. While the days of the cart and the canoe, the dug-out and the dog-sledge, of the lean-to and the camp-fire are yet green in the memory of many a pioneer, all those accompaniments and accessories of early days and frontier life in Red River are

**BRITISH
COLUMBIA.**

fast fading away into the realms of romance and the domain of the picturesque.

Money.

British money is not in general circulation. United States one dollar, half dollar, and quarter dollar, or twenty-five cent pieces, are mostly current.

**The needs
of the pro-
vince.**

We have dwelt at increased length on what British Columbia has to offer to the traveller or settler in search of health, sport, or profit, for two reasons—first, because it has had less said about it than other provinces and states to the south and east of it; and, second, because it has been misrepresented. We have endeavoured to point out its advantages, and they are neither few nor trifling to those who will properly realise and improve them. We will now, and in conclusion, speak of its wants. Though few, they are both positive and pressing. The paramount needs of British Columbia are population, capital, and increased means of transport and communication with the outer world. In no way can these be supplied so completely or so liberally as by the completion of the Canadian Pacific Railway.

**The
Canada
Pacific
Railway.**

The portion of the Canadian Pacific Railway now under construction in British Columbia is the link connecting the western end of the Kamloops Lake at Savona's Ferry with Port Moody, the Pacific terminus on Burrard Inlet, Gulf of Georgia, and is known as the Western Division. This link is divided into five sections:—

	Miles
Section A. Emory to Boston Bar	29
" B. Boston Bar to Lytton	29
" C. Lytton to Junction Flat	28½
" D. Junction Flat to Savona's Ferry	40½
" E. Port Moody to Emory	85½
Total	212½

There is now uninterrupted communication by rail between Port Moody and Lytton, a distance of 143 miles. The section between Emory and Boston Bar is without doubt unapproached for magnitude on this continent, and only finds a parallel in the great trans-Andean and trans-Alpine roads of Peru and Switzerland. There are 13 tunnels in 19 miles of this distance. For 20 miles the road-bed is literally hewn out of the solid granite, narrow places being made up with substantial masonry, and ravines, gulches, and rivers crossed by handsome and lofty trestle and truss bridges.

LIST OF POST AND TELEGRAPH OFFICES AND ELECTORAL DISTRICTS IN BRITISH COLUMBIA.

BRITISH
COLUMBIA.

Telegraph Stations in Italics

Offices	Electoral Districts	
	House of Commons Canada	Provincial Legislative Assembly
Alexandria . . .	Cariboo & Lillooet	Cariboo
Ashcroft . . .	Yale-Kootenay .	Yale
<i>Barkerville</i> . . .	Cariboo & Lillooet	Cariboo
<i>Burrard Inlet</i> . . .	New Westminster	New Westminster
<i>Cache Creek</i> . . .	Yale-Kootenay .	Yale
Cassiar . . .	Cariboo & Lillooet	Cariboo
Chemainus . . .	Vancouver . .	Cowichan
<i>Clinton</i> . . .	Cariboo & Lillooet	Lillooet
<i>Chilliwack</i> . . .	New Westminster	New Westminster
Comox . . .	Vancouver . .	Comox
Cowichan . . .	"	Cowichan
Dog Creek . . .	Cariboo & Lillooet	Lillooet
Duck and Pringle's . . .	Yale-Kootenay .	Yale
Esquimault . . .	Victoria . . .	Esquimault
Glenora . . .	Cariboo & Lillooet	Cariboo
Granville . . .	New Westminster	New Westminster
Head of Nicola Lake . . .	Yale-Kootenay .	Yale
<i>Hope</i> . . .	"	"
Kamloops . . .	"	"
Keithley Creek . . .	Cariboo & Lillooet	Cariboo
Kootenay . . .	Yale-Kootenay .	Kootenay
Lac La Hache . . .	Cariboo & Lillooet	Lillooet
Ladner's Landing . . .	New Westminster	New Westminster
<i>Langley</i> . . .	"	"
Lillooet . . .	Cariboo & Lillooet	Lillooet
<i>Lytton</i> . . .	Yale-Kootenay .	Yale
Maple Bay . . .	Vancouver . .	Cowichan
Maple Ridge . . .	New Westminster	New Westminster
<i>Matsqui</i> . . .	"	"
Moodyville . . .	"	"
Nanaimo . . .	Vancouver . .	Nanaimo
<i>New Westminster</i> . . .	New Westminster	New Westminster
Nicola Lake . . .	Yale-Kootenay .	Yale
Okanagan . . .	"	"
Okanagan Mission . . .	"	"
150 Mile House . . .	Cariboo & Lillooet	Cariboo
Quadra . . .	Vancouver . .	Comox
<i>Quesnelle</i> . . .	Cariboo & Lillooet	Cariboo
Quesnelle Forks . . .	"	"
Salt Spring Island . . .	Vancouver . .	Cowichan

BRITISH
COLUMBIA.LIST OF POST AND TELEGRAPH OFFICES
(continued.)

Offices	Electoral Districts	
	House of Commons Canada	Provincial Legislative Assembly
Skeena	Cariboo & Lillooet	Cariboo
Soda Creek	"	"
Sooke	Vancouver . .	Esquimalt
Somenos	"	Cowichan
Spence's Bridge . .	Yale-Kootenay .	Yale
Sumas	New Westminster	New Westminster
Van Winkle	Cariboo & Lillooet	Cariboo
VICTORIA	Victoria	Victoria City
Yale	Yale-Kootenay .	Yale

TABLE OF DISTANCES, &c.

VICTORIA TO NANAIMO AND COMOS.—Victoria to Cowichan, 35½ miles; to Burgoyne Bay, 7½; to Maple Bay, 3½; to Horseshoe Bay, 11; to Nanaimo, 19½; to Comos, 57. Total, 134 miles.

VICTORIA TO NEW WESTMINSTER, &c.—Victoria to New Westminster, 75 miles; to Langley, 17; to Matsqui, 16; to Sumas, 8; to Chilliwack, 6; to Hope, 38; to Yale, 15. Total, 175 miles.

VICTORIA TO PUGET SOUND.—Victoria to Port Townshend, 38 miles; Port Ludlow, 13; Port Gamble, 7; Port Madison, 15; Seattle, 12; Tacoma, 25; Steilacoom, 8; Olympia, 22. Total, 140.

VICTORIA TO BARKERVILLE.—Victoria to Boston Bar, 200 miles; to Lytton, 32; Spencer Bridge, 23; Cache Creek, 30; Clinton, 26; Soda Creek, 131; Quesnel, 54; Stanley, 46; Barkerville, 15. Total, 557 miles.

VICTORIA TO WRANGEL, SITKA, AND TAKON.—Victoria to Wrangel, 700 miles; to Sitka, 166; to Takon, 165. Total, 1,025 miles.

MANITOBA.

THERE is probably no part of Canada about which so much has been said and printed of late years as about Manitoba. Yet there are few portions of the Dominion concerning which so little is really known, or about which the public are more eagerly searching for information. The truth is that, notwithstanding all that has been spoken, written, and published about it, to the very large majority of English readers it yet remains a new and, comparatively speaking, unknown country. From its geographical position in the very centre of the great North American Continent, it is sometimes referred to as the 'Central Province.' More frequently, however, it is described as the 'Prairie Province,' a title to which, we maintain, the character of its landscape as distinguished from that of the other organised and settled portions of the Dominion justly entitles it. It is, next to Prince Edward Island, the youngest member of the Confederation, having been carved out of the vast North-West Territory in July 1870. Previous to that period it was known under the various titles of the Hudson Bay Territory, the Selkirk Settlement, Red River Country, Rupert's Land, Assiniboia, &c. Its early history as a home for white settlers dates from 1811-16, between which years the Hon. Thomas Douglas, Lord Selkirk, succeeded in planting the first colony within its borders. There was but little intercourse, commercially speaking, between the colonists and the rest of the world till 1870, when the Red River Settlement, as it was most commonly known, was very wisely brought under the ægis of the Dominion, as a province of which it is ultimately destined to occupy an important position. Its present population, nearly 70,000, is largely, if not wholly, due to immigration. The Russian Mennonites, or German Quakers, arrived in 1871-72. The Icelanders followed them, settling on and near their present reserve at Gimli in 1875-76. During the past four years, owing

MANITOBA.

The Prairie
Province.

Enters the
Dominion.

CES

relative

minster
ity

ichan, 35½
shoe Bay,

New West-
Sumas, 8;
5 miles.
nshend, 38
dison, 15;
Total, 140.
200 miles;
linton, 26;
erville, 15.

Victoria to
Total, 1,025

MANITOBA.

Extension of
boundary.

to the rapid extension of the Dominion and American system of land and water travel, its growth in population and trade has been continuous and rapid. For obvious reasons it will be more rapid and regular in the future. The wave of immigration will inevitably continue to flow westward, and Manitoba as at present organised can be little more than a very central and convenient back door for the adjacent territories, in time, for British Columbia. When the province was created no doubt there existed special reasons why its bounds should be circumscribed. The patriotism of some at least of its earliest settlers was not exactly of the stamp calculated to inspire the utmost confidence either in its sincerity or its stability, and a limitation of its territory may fairly enough have been deemed advisable from motives of public policy. But with the stamping out of disloyalty and the subsidence of all disturbing elements whatever, it is open to doubt whether so small a section of the Dominion should be called upon to sustain the cost of a provincial government. Looking at the future, also, it is not pleasant to contemplate the formation of a cluster of similar small sections, each burdened with the cost of an independent government, as settlement surges westward. The burdens of local administration may be kindly and wisely lightened by distributing them over as many shoulders as possible. This is a course which it seems to many politicians may be advantageously adopted in the case of Manitoba. An extension of her eastern boundary to Ontario and of her western limits to the 101st meridian so as to form a province of reasonable dimensions would at least rectify a blunder committed, it is true, in excess of caution, but which reason forbids should be perpetuated.*

Origin of
name.

The word *Manitoba* is a contraction by the French-Canadian *Voyageurs* of the compound Cree word *manito* (spirit) and *waban* (strait). The waters of a strait in the lake (Manitoba) being agitated in an unusual way, the Indians formerly believed that they were moved by a spirit, and so called the lake Manitowaban.

Boundaries,
extent, &c.

It is bounded east and north by Keewatin district,

* Since the above was written the limits of the Province have been extended so as to embrace an area of 123,200 sq. miles, or 78,848,040 acres.

MANITOBA.

west by the North-West Territories, and south by the State of Minnesota and the newly-organised territory of Pembina. Situate midway between the Atlantic and Pacific Oceans, and nearly equidistant from the Equator and the North Pole, this province occupies a conspicuously central position, and, as just stated, is often spoken of as the Central or Prairie Province.

Manitoba is divided into four counties, viz., Selkirk, Provencher, Lisgar, and Marquette, with a united population of 49,479. These are again subdivided, for legislative, judicial, registrative, and other purposes, into twenty-four districts or electoral divisions, each of which returns one member to the provincial assembly. These are named as follows:—

Divisions.

- | | |
|----------------------------|----------------------|
| 1. Westbourne. | 12. St. Paul's. |
| 2. Portage la Prairie. | 13. St. Andrew's, S. |
| 3. { Poplar Point. | 14. St. Andrew's, N. |
| { High Bluff. | 15. St. Clement's. |
| 4. Baie St. Paul. | 16. Rock Wood. |
| 5. St. François Xavier, W. | 17. Springfield. |
| 6. St. François Xavier, E. | 18. { St. Boniface. |
| 7. Headingley. | { St. Boniface. |
| 8. St. Charles. | 19. St. Vital. |
| 9. St. James. | 20. St. Norbert. |
| 10. Winnipeg. | 21. St. Agathe. |
| 11. Kildonan. | 22. St. Anne. |

The following have filled the gubernatorial office since Confederation:—

Government.

1870. Hon. A. G. Archibald, C.M.G., Q.C.
 1873. Hon. Alex Morris, D.C.L., Q.C.
 1879. Hon. J. E. Cauchon, P.C.
 1882. J. Cox Aikins.

The Legislative Assembly of 1880 was opened at Winnipeg on December 16th by the Lieutenant-Governor, the Hon. J. E. Cauchon, who, in his speech, dwelt upon the prosperity of the province and the rapid progress made in developing its resources.

In order to properly understand the land system of Manitoba, and the means of acquiring and holding land, it will be best to know something of the several treaties under which the public lands of the province have been from time to time acquired from the original possessors of the soil—the Indians. Since the confederation of the provinces in 1867 the following treaties have been negotiated between the Dominion Government and the

Treaties,
reserves,
&c.

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MANITOBA. various Indian tribes inhabiting the North-West Territories:—

	Square miles
(Aug. 3, 1871) Manitoba and a portion of the adjoining territory	185,000
21, 1871) N.W. of Manitoba	32,000
(1874) Keewatin (N.W. Angle Treaty)	49,700
(1874) South of Saskatchewan River, from Lake Winnipegosis to Cypress Hills (Qu'Appelle Treaty)	75,700
(1875) Territory around Lake Winnipeg	102,000
(1876) Main Saskatchewan River to Rocky Mountains (Forts Carleton and Pitt Treaty)	120,000
(1877) Cypress Hills to Rocky Mountain (Black-foot Treaty)	52,000
Total area	616,400

Under these treaties very considerable tracts, embracing some of the best lands in the province, have been set apart as reservations. The character and extent of these reserves may be summarised as follows, viz.:—

	Acres
1. For Half-breeds	1,400,000
2. „ Hudson's Bay Company (secs. 8 and 26 in each township)	450,000
3. „ Mennonites	512,000
Total	2,362,000

In addition to the above, sections 11 and 29 in each township are appropriated as an endowment by the Government for educational purposes, so that less than two-thirds of the province has ever been available for settlement under the liberal provisions of the Homestead Act.

Surface
of the
country.

The surface of Manitoba—like that of most prairie countries—is for the most part flat or gently undulating, diversified in some parts by groves or clumps of elm, ash, oak, poplar, and other light timber; but seldom pretty, rarely picturesque, and never beautiful.

Soil.

The soil consists of a rich black mould, resting partly on a limestone formation and partly on a thick stratum of hard clay. The following analysis of the prairie alluvium is furnished by Professor V. Emmerling, Director of the Chemical Laboratory of the Agricultural

Association of the University of Kiel, Holstein, Germany. Though made some years ago, it is still applicable as far as the changed conditions of settlement will warrant comparison:—

MANITOBA.

'KIEL, April 29, 1872.

Analysis of soil.

'The analysis of the Manitoba soil is now completed, and the result is, in 100,000 parts:—

Potash	228.7
Sodium	33.8
Phosphoric Acid	69.4
Lime	682.6
Magnesia	16.1
Nitrogen	486.1

'Yours truly,

(Signed,)

'V. EMMERLING.'

The chief characteristic and pride of this province is that it consists almost wholly of prairie land, yielding in its wild state most nutritious grasses, and, when cultivated, the finest wheat on the continent, if not in the world. Abundant proof of the fertility and general adaptation to farming purposes of the Manitoba soil is furnished by the samples of root crops grown in it, from seed supplied by the famous Reading nurserymen and florists, Messrs. Sutton, and exhibited by them at the Dominion and provincial fairs, and also in London.

With regard to climate, Manitoba presents the same positive features as the older provinces of Canada, viz., bright, clear, warm, and sometimes, for short periods, hot weather in summer, and decidedly cold in winter, but very clear and dry. The following table will serve for comparison between the summer temperatures of the Red River, Manitoba, and the countries south and east of it:—

	June	July	August	Summer Mean
Red River	69.10	71.16	63.03	67.76
Chicago	62.07	70.08	68.05	67.03
Iowa	66.04	70.05	68.09	68.06
Wisconsin	61.07	68.06	65.07	65.03
New York	64.02	68.05	66.07	66.05
Toronto	64.02	67.95	65.00	66.98

The purity of the air and the brightness of the sky in mid-winter cannot be surpassed. A population more

MANITOBA.**Seasons.**

healthy than that of Manitoba cannot be found in the whole world. December, January, and February are usually the coldest, and June, July, and August the hottest months. The mean winter temperature is 5° below the freezing point, and for the summer 65°. It will thus be seen that the summer temperature is warmer than that of Northern Illinois, Western Wisconsin, Northern New York, or Toronto, Ontario. An interesting table exhibiting the range of the thermometer, &c., during November and December, 1879, and January, 1880, will be found in the Dominion Observatory, St. John's College.* It is kindly furnished by Mr. R. Bourne, M.A., C.E., late Meteorological Register keeper. A walk by moon- and star-light in the clear calm of an early January or February morning is among the most delightful and memorable experiences of the Manitoba tourist. Snow usually disappears and farm work commences in April. Rains are most abundant in June. Crops are harvested in August and early September.

Manitoba, in common with the adjacent territories, enjoys facilities for a most extensive system of inland communication. It is magnificently watered by rivers and lakes, which, from their great length and generally uniform depth, afford easy and rapid means of transit and transport throughout its entire extent.

Rivers and lakes.

The principal rivers are the Red River (of the North) and its tributary, the Assiniboine. The former is 655 miles long, and the latter 480 miles. The largest lakes are Winnipeg and Manitoba. Lake of the Woods, Shebandowan and Rainy Lakes, and Winnipegosis are smaller lakes situate partly in this province and partly in Keewatin District. The number of steamers and amount of tonnage on the registry books of the port of Winnipeg at the close of 1879 was 22, measuring 1,924 tons.

Productions.

Wheat is the staple crop of Manitoba, and is likely to remain so, both the climate and soil being especially favourable to its profitable production. Most nutritious

* It will be seen that the thermometer on one occasion showed an extreme range of 50° below zero, equal to 82° of frost and 11° below the temperature of frozen mercury. But so low a range of the thermometer is extremely rare even in Manitoba.

MANITOBA.Vegetable
produce.

grasses grow plentifully on the marsh and meadow lands, and cattle thrive fairly. They can be wintered without grain, but require to be well foddered. Feeble attempts have been made here and there to raise fruit, but without much success. In no sense can Manitoba be regarded as a fruit country. The following list of articles which are comprised in her exhibit at the Dominion Fair held at Ottawa in September, 1878, will convey the best idea of the extent of the farm and garden produce of this young province:—

GRAINS.

White winter or fall Wheat	Oats, black and white	Peas
Red Spring Wheat	Barley	Wild Rice
	Rye	

ROOTS.

Potatoes	Carrots	Mangel Wurtzel
Turnips	Beets	Sorghum

VEGETABLES.

Cabbages	Leeks	Asparagus
Cauliflower	Kohl Rabi	Corn
Onions	Squash	Beans
Rhubarb	Brussels Sprouts	Citrons
Capsicums or Pepper	Parsnips	Water Melons
Vegetable Marrow	Okra	Musk Melons
Green Peas	Celery	Cucumbers
Radishes	Artichokes	Setch Kale
Salsify	Tomatoes	Pumpkins

PLANTS AND HERBS.

Nasturtium	Mint	Tobacco
Sunflower	Sage	Sugar Cane
Hops (wild)	Coriander	Wild Rye
Thyme	Summer Savory	Flax
Sweet Marjoram	Labrador Tea	Canary Seed
Parsley	Cultivated Mustard	

FRUITS.

Apples, 8 varieties	Plums	Currants
Sand Cherry	Cranberries	Raspberries
Wild Grapes		

MANITOBA.

GRASSES.

Bone Grass	Ridge Hay	Wild Vetches
Scotch "	Colony "	Timothy
Blue "	Upland "	Rye
Red Top Grass	June Grass	Clover (Red and
Buffalo "	Bush "	White)
Blue Joint "	Early "	

The average yield of grain in the province of Manitoba during the harvest of 1880—which was a month late, owing to the excessive wet—was 24 bushels of wheat to the acre; of barley, forty bushels; and of oats, forty to forty-five bushels. This is said to have been the best harvest yet ingathered in Manitoba.

Timber.

Questions of food, fuel, and shelter must ever be important considerations with the settler in a new country. Throughout Manitoba and in much of the country north and west of her, the timber question is an acknowledged difficulty both as regards its use for building purposes and as fuel. Of forests proper to the Canadian standard there are none west of the Lake of the Woods until British Columbia is reached; but trees of various descriptions, affording timber sufficient for most farming and domestic purposes, grow on the banks of the many rivers or are found more or less extensively on the uplands. The Legislature, very sensibly following the lead of Minnesota and other of the United States, has, by a system of awards, so encouraged arboriculture that at no distant day the face of the country will be greatly relieved of its present bareness. Artificial plantations and groves will greatly enhance both its value and attractiveness. The completion of the Canadian Pacific Railway between the Lake of the Woods and Red River has opened up a region of country from which an abundant supply of the best pine lumber may be obtained. The Riding and Pembina Mountains and the country between Lakes Winnipeg, Manitoba, and Winnipegosis are also well timbered. The following table, which exhibits approximately the number, situation, and capacity of the saw-mills now in operation in this province and adjoining territories, will be found valuable for reference by intending settlers:—

MANITOBA.
 Saw mills.

Name of Owner	Where Situated	Kind of Power	Capacity per 24 hours
Robert McIntosh .	Rapid City, N.W.T. .	Steam	7,500
George Balkwell .	Township 13, Range 19, W	Water	2,000
Alexander Cameron .	Rolling River, Township 16, Range 18, W. .	"	6,000
Pratt & Smith .	Totogon	Steam	10,000
W. P. Smith	Portage La Prairie . .	"	7,000
A. A. Taylor	High Bluff	"	10,000
Crossdale & Co. . .	Gladstone	"	5,000
Wesley Smith	Grassy River	"	5,000
David Bryce	Little White Mud River	Water	—
John Moodie	Squirrel Creek	Steam	2,000
Carruthers & Pringle.	Scratching River . . .	"	3,000
Walkley & Burrows .	Mouth of Winnipeg River	"	6,000
Adams & Schneider .	Pine Falls, Winnipeg River	Water	10,000
Shore & Co.	Big Black Island . . .	Steam	8,000
Wm. Stevenson & Co.	Bad Throat River, Lake Winnipeg	Water	10,000
Dick & Banning . .	Sandy Bar River, Lake Winnipeg	Steam	6,000
Belmont & Co. . . .	Nelsonville, Manitoba .	"	6,000
Nelson & Sons	Mountain City " . . .	"	4,000
D. Kilgour	Lizard Lake "	"	2,000
D. S. Klink	River Boyne "	"	3,000
J. Preston	Preston "	"	—
Hon. James McKay .	Point du Chêne	"	6,000
Dick & Banning . .	Winnipeg	"	10,000
Brown & Rutherford .	"	"	10,000
W. S. Ritchie	"	"	8,000
Macaulay & Jarvis .	"	"	25,000
Joseph Whitehead . .	St. Boniface	"	8,000
S. McIlvaine	Portage La Prairie . .	"	1,000
Capt. Moore	Prince Albert, N.W.T. .	"	—

Mills have been either recently completed or are in course of erection at the following places:—

Edmonton, Hudson Bay Co.
 Prince Albert " " "
 Rapid City " " "
 Riding Mountain " "
 Bird Tail Creek, D. W. Cummings.
 Tanner's Crossing, J. W. Armitage.
 Little Saskatchewan, Roberts & Whimsten.

MANITOBA.

Bird Tail Creek, Donald Gunn.
Big Plain, Hudson Bay Co.
Big Plain, Wm. Hardy.
Lake of the Woods, Keewatin Lumber Co.

Minerals.

Thus far minerals have not been discovered within the present boundaries of Manitoba, but rich deposits of iron ore have been found on the slopes of the Rocky Mountains. The gold washings of the North Saskatchewan and Peace Rivers afford profitable working. As to coal, the large beds of the North Saskatchewan River, on the Souris, and in the neighbourhood of the Pembina, Turtle, and Riding Mountains appear practically inexhaustible, it having been ascertained that a belt over 200 miles in width underlies several thousand square miles, so that fuel need never fail the home or the workshop, and there will also be ample supplies for the requirements of the Canadian Pacific Railway when that road is completed. As the comfort and prosperity of the settler in the north-west will depend quite as much upon the quality of the building material and fuel, and the price at which they can be supplied, as upon his proximity to a line of railway or navigable stream, he should leave no opportunity unimproved to inform himself in regard to these essentials to successful settlement. A brief description of the lignite mines at La Roche Percée, on the Souris River, will be found in the succeeding chapter.

Social Statistics.**Government.**

THE public affairs of Manitoba are administered by a Lieutenant-Governor (Hon. Jas. Cox Aikins), an executive council of five members, a legislative council of seven members appointed for life, and a legislative assembly of twenty-four members elected every four years. Justice is dispensed by a chief justice and two puisne judges.

Population.

At the first numbering of the people, in December, 1870, the whole population was returned at 11,965; of these only 1,614 were whites. The remaining 10,000 were either Indians, French Canadians, or French, Scotch, and English half-breeds. Since Confederation the number of its inhabitants has rapidly increased, the present population being estimated at between

65,000 and 80,000. Of this number the whites of British origin constitute three-fourths, say 45,000. The Canadian and the French, Scotch, and English half-breeds claim about 13,000. Next to these in point of numbers, and not inferior to them in intelligence and prosperity, are the Mennonites, who are computed at 7,000.

MANITOBA.

The Mennonite reserves lie on both sides of Red River, between Niverville and West Lynne, and are embraced as follows :—

Township 7—R. 4, 5, 6.	} East of Red River.
5—R. 5, 6.	
4—R. 6. E.	
1—R. 1. E.	} West of Red River.
6—R. 1, 2, 3, 4, 5, 6. W.	
2—R. 1, 2, 3, 4, 5. W.	
3—R. 1, 2, 3, 4, 5. W.	

amounting to twenty-five districts or reserves, and embracing 512,000 acres in the aggregate, 300,000 of which are under cultivation. Niverville is thus far the largest settlement, dating from 1874.

In the annual report of the Minister of Agriculture for 1879 we find the following statistics in regard to these people supplied by Mr Jacob S. Schantz :—On the west side of the Red River, between Pembina Mountain and Emerson, the number of acres of land under cultivation was 141,324. Bushels wheat raised, 427,407; barley, 34,689; oats, 48,884; flax-seed, 6,884; potatoes, 31,180; total, 249,044 bushels, valued at 134,483 dols. Number of cattle, horses, implements, &c., and value : 718 horses, 43,080 dols.; 930 oxen, 46,050 dols.; 1,012 cows, 30,390 dols.; 1,047 young cattle, 15,705 dols.; 12 steam threshing machines, 12,000 dols.; 7 horse-power threshing machines, 3,500 dols.; 213 reapers and mowers, 17,040 dols.; 492 ploughs, 9,659 dols.; 543 waggons, 27,250 dols.; total value, 204,665 dols. Value of buildings, 134,200 dols. Total value of grain, stock, implements, and buildings, 338,865 dols. There are thirty villages in the settlement, containing 753 farmers and 3,617 souls. There is no statement of the Red River Settlement on the east side of the Red River. But as this settlement has a great deal of low land, many of the farmers lost their crops during the last two years from the unusual heavy rains.

MANITOBA.

These people are presided over—by election—by the following Bishops:—Bishop Gerhard Wiebe, Bishop Peter Tows, Bishop Johann Wiebe.

Indians.

The total number of Treaty Indians at present within Manitoba and the adjoining district is 7,491. They are distributed as follows:—

Treaty No. 1. St. Peter's	2,594
Portage la Prairie	590
Roseau River	571
" " 2. Lake Manitoba and Water Hen	3,755
" " 3. Lake Woods and Rainy Lake	1,003
	2
Total	6,923

**Education,
&c.**

In addition to the excellent education now obtainable in the city of Winnipeg, the Government have reserved two sections in each township for school lands, the proceeds of which, as sold, are applied to the establishment of good schools. The grant thus formed now amounts to upwards of 100 dols. per annum to each school carried on for the full twelve months. In every part of the country, therefore, as fast as settlement progresses, schools are provided where good education can be obtained for children. There are now upwards of 200 Protestant school districts in the province, and an average attendance of about 5,000.

Cathedral.

Manitoba enjoys the distinction of having the only cathedral constitution, strictly speaking, in North America. The cathedral foundation consists of a dean and chapter. It is provided that the chapter shall consist of a dean and six or more canons. A professorship of pastoral theology in St. John's College will probably be attached to the deanery, but, as there is no endowment yet, provision is made for the bishop being dean *pro tem*. The first and second canonries are attached to the archdeaconries of Manitoba and Cumberland respectively. The first is still held by the Bishop of Saskatchewan, Dr. McLean, who has succeeded in raising 10,000*l.* towards the endowment of his vast bishopric and Emmanuel College. The third and fourth canonries are attached to the professorships of systematic and exegetical theology. The fifth, which is attached to the professorship of ecclesiastical history, and has

MANITOBA.

been mainly endowed by the bishop of the diocese, Dr. Machray, is at present held by him. The interest of the additional endowment goes to the further endowment of the chair. The sixth canonry is attached to a professorship of music and the precentorship, but has not yet a sufficient income to be filed.

For many years past the following settlements along the Red and Assiniboine rivers have been centres of church work, with resident clergymen and regular services, viz., Mapleton, St. Andrew's, St. Paul's, St. James', Headingly, Poplar Point, High Bluff, Portage la Prairie and Westbourne. The parish of St. John, which formerly embraced the city of Winnipeg, possesses the cathedral, the mother church of the diocese.

Church work.

The parish of Holy Trinity, Winnipeg, entirely supports its rector, the Rev. O. Fortin, B.A. Its growth and present prospects are most gratifying. The northern part of the city, embracing Point Douglas, has been formed into the parish of Christ Church, the incumbent of which is Rev. Canon Grisdale, B.D. The western portion is included in the parish of St. James, of which the Rev. W. Cyprian Pinkham has been for twelve years the incumbent.

St. John's Cathedral and College are situated about two miles from the centre of Winnipeg. Bishop's Court is the residence of the present incumbent of the see, the Right Rev. Robert Machray, D.D., as Bishop of Rupert's Land, who succeeded Bishop Anderson in 1865.

Bishop's Court.

The Methodist denomination is both numerous and influential in Manitoba and the adjoining territories, about forty ministers being stationed between Winnipeg and Edmonton and Norway House.

In the way of sport, Manitoba has, perhaps, fewer attractions than some of her sister provinces, yet there is game enough and to spare. The prairie lands abound with prairie chickens, and in the spring and fall months ducks—canvassback, black, and widgeon, are found in immense numbers. At times large numbers of pigeons are to be found. Loons, swans, and cranes are also found. Rabbits are to be caught by the hundred. The Canadian partridge is also very numerous. Of the fur-bearing animals there are the silver and red fox, beaver, badger, otter, mink, wolf, marten, and musk rat, and a

Game, sport.

MANITOBA.

few stray black bears; the buffalo still exists, and is sometimes hunted in the North-West Territories. The large lakes and many of the rivers and streams abound with white-fish, weighing from three to five pounds.

Winnipeg.

Winnipeg, the capital of the province and the social, political, and commercial centre of the North-West, occupies a site peculiarly advantageous for trade, at the confluence of the Red and Assiniboine rivers.

Its early history is not without interest, and its rapid growth has in later times imparted great prominence to it. It was originally known as Upper Fort Garry, and has grown up round the old fortification—a portion of which still stands—in twelve years from a mere hamlet to a fine city of 15,000 inhabitants. Fort La Rouge, built by De la Verandrye in 1734, stood opposite Fort Garry, on the south bank of the Assiniboine. It was a trading post of the Hudson Bay Company until 1783.

In 1870 the newly-fledged Winnipeg contained a population of 253 all told. Incorporated in 1873, the number of its inhabitants had risen to 2,200. In 1878 the settlement numbered nearly 7,000, and, as we write these lines, an estimated return which, however, must be accepted with some allowance, gives the figures roughly at between 15,000 and 16,000.

. 1870.

When the territory was transferred from the Hudson Bay Company to the Dominion Government in 1870 the population of Winnipeg, as just stated, was less than 300. It had but one street, there were no extensive buildings, except those of the Hudson Bay Company, and its trade was next to nothing. Now, it is a well laid-out handsome city, with good wide streets lined with brick and stone buildings which would do no discredit to any city in Canada or the United States. Of late its trade, always brisk, has so increased as to compare favourably with that of any town thrice its size in the Dominion. A movement is now on foot to plant the side-walks of the principal avenues and streets with shade trees, which will greatly add to their appearance. Sixteen acres have been reserved for public parks. The city proper embraces an area of nearly 3,000 acres, or about three miles square. It is divided into four wards—north, south, east, and west—in each of which there is a school. There are

MANITOBA.

Institu-
tions in
Winnipeg.

four branch banks here, viz., 'Merchants', 'Montreal', 'Union,' and 'Ontario,' as well as a branch of the Government Savings Bank and Post Office Savings Bank. The city has numerous hotels, the latest and best being the 'Queen's' and the 'Pacific.' The city is well supplied with churches, belonging to the Episcopalian, Catholic, Presbyterian, Methodist, Baptist, and other denominations; while the higher order of education is amply provided by the Manitoba College, under the auspices of the Presbyterian Church; St. Boniface College, under the auspices of the Roman Catholic Church; and St. John's College, under the auspices of the Church of England; the Wesleyan Institute, St. Mary's Academy, and the Common Schools. There is also a Young Men's Christian Association. The city boasts an excellent fire brigade and two steam fire engines; it is also lighted with gas and electric light, and possesses waterworks. Winnipeg also possesses one of the finest driving parks in the North-West. There are a number of national societies, such as the Orange, Odd Fellow, and Masonic Lodges; an Historical Society, with a large and increasing membership; an Agricultural and Industrial Association; a Rifle Association, and two excellent Clubs, the 'Manitoba' and the 'Selkirk.' The Winnipeg General Hospital is a small but well-conducted charity in the north-west quarter of the city. The press is represented by the *Times*, evening daily, and the *Free Press*, morning daily; weekly editions of these papers are also issued, replete with news from all parts of the country.* The determination of the Canada Pacific Railway Company to continue the main line along the fourth base line westward from Winnipeg, the bridging of the Red River at Winnipeg, together with the building of the South-Western Railway from Winnipeg to Rock Lake, and the valuable Pembina Mountain Districts, cannot fail to give an immense impetus to the growth of the city; and we may fairly expect that in the course of a few years the Winnipeg of the future will as far surpass that of the present, as the Winnipeg of the present already excels that of the past.

* The French and half-breed interests are fairly represented by *La Mette*, now in its thirteenth year.

KEEWATIN.**District of Keewatin.**

District
organised
A.D. 1876.

THE section of country bounded by the Northern Territory on the east, and on the west by N. W. Territory and the Nelson River, was on October 7, 1876, by virtue of Act 39 Vict. cap. 21—entitled an Act respecting the North-West Territories, and to create a separate territory out of part thereof—erected into a separate government under the name and style of the District of Keewatin, with the then Lieutenant-Governor of Manitoba (the Hon. Alexander Morris) as Lieutenant-Governor *ex-officio*. He was succeeded in 1878 by Lieutenant-Governor Cauchon.

A.D. 1878.

On November 25 following, a council of six persons to aid the Lieutenant-Governor in the administration of district affairs were appointed. During the early days of the fourth Parliament, the Hon. David Mills, Minister of the Interior, introduced a bill 'to grant municipal institutions in certain cases to settlers' in this district. The most noteworthy event of the following year was the visit of Lord and Lady Dufferin and party. This took place in the steamer *Colville*, in September, the Viceregal party consisting of His Excellency the Governor-General, the Countess, Colonel and Mrs. Littleton, Captain and Miss Hamilton, and Major Smith.

The first settlers of the district now called Keewatin were Icelanders—Norse men and women, bred—as Lord Dufferin so well expresses it—'amid the snows and ashes of an Arctic volcano.' The story of their migration is as short and simple as are the settlers themselves, and may be thus briefly summarised.

In the summer of 1875 a small Norse settlement of about 250 souls had been formed in Victoria county, Ontario, on a stream called Burnt River. This proving unproductive, a reserve of about 27,000 acres was set apart for them on the west shore of Lake Winnipeg, and here about 2,000 of them were quartered in 1876.

Extent,
boundaries, &c.

The district as at present organised embraces an area of 395,000 acres, lying between 91° 8' and 100° 8' west, and between the North-West Territories and Manitoba; and south and north, between the Manitoba and the Arctic Regions. It is a region of lakes, rivers,

and forests, with but a very limited area of prairie and table land. At this time it is principally occupied by Icelandic colonists, who are settled in six townships along the south-west border of Lake Winnipeg. The colony numbers about 1,800 souls, and is known as New Iceland. The chief settlement is at Gimli. Icclander's River and Sandy Bar are the names given to smaller villages in the infant colony. These colonists are a hardy, happy, and harmless race of people, and, as might be expected, subsist largely on fish. After enduring great hardships in their own country, they exhibit a docility and a desire to adapt themselves to New World ways and western fashions, that is not a little surprising. They are well educated, and manifest a high degree of intelligence and ability. 'I scarcely entered a hovel at Gimli,' said Lord Dufferin, in his famous Winnipeg speech, 'which did not contain a library.'

KEEWATIN.

A Norse
com-
munity.

On their first arrival the settlers suffered much from smallpox, engendered in their hastily erected, greatly overcrowded, and ill-ventilated huts; but in the autumn of 1877 the disease had disappeared, a better class of habitations were erected, and the fisheries vigorously prosecuted. A good winter road has been laid out between these settlements and the road system of Manitoba. During the period of navigation ready access to them is had by steamer on the Lake, so that these interesting people may be readily visited by the adventurous and observing traveller in the north-west.

DISTANCES ON TRAVELLED ROUTES THROUGH MANITOBA AND KEEWATIN.

PEMBINA BRANCH RAILWAY.

Emerson (international boundary) to Selkirk.

	Miles
Emerson	0
Penga (Rosseau River)	10
Arnaud	18
Dufort	26
Otterburn (Rat River)	35
Niverville	43
St. Norbert	54
St. Boniface, opp. WINNIPEG	61
Bird's Hill	68
Selkirk	81

KEEWATIN.CANADIAN PACIFIC RAILWAY (MAIN LINE).—WINNIPEG TO RAT
PORTAGE (LAKE OF THE WOODS), AND PORT ARTHUR.

	Miles
Winnipeg	0
Winnipeg Junction	1
Bird's Hill	9
Gonor	16
Selkirk	23
Tyndall	31
Beausejour	38
Monmouth	47
Shelly	57
Whitemouth	63
Darwin	73
Rennie	83
Telford	94
<i>Cross Lake</i>	98
Ingolf	104
Kalmar	111
Deception	119
Ostersund	124
Keewatin	131
<i>Rat Portage</i>	135
Rossland	143
Vermillion Bay	191
Eagle River	202
Bois Brule	243
Tache	253
Ignace	281
English River	318
Upsala	348
Murillo	417
Port Arthur	429

DAWSON'S ROAD.—WINNIPEG TO NORTH-WEST ANGLE.

	Miles
Portage de Chênes	30
Brokenhead River	50
Whitemouth River	64
Birch River	80
North-West angle, Lake of the Woods	110

BY ROAD—NORTH-WEST.

	Miles
Winnipeg to Penitentiary	12
" Victoria	24

BY RED RIVER AND LAKE WINNIPEG.

	Miles
Winnipeg to Gimli, Icelandic Settlements	56

By ROAD—SOUTH—WEST.

	Miles
*Winnipeg to Headingly	13
" Pembina Mountain	65
" Rock Lake	115

By ROAD UP WEST BANK OF RED RIVER.

	Miles
Winnipeg to St. Norbert	10
" Morris	25
" Scratching River	42
" Dufferin	67
" West Lynne (opposite Emerson)	69

By ROAD—NORTH WEST.

	Miles
Winnipeg to Shoal Lake	40
St. Lambert, Lake Manitoba	55
Oak Point " "	63

By ROAD DOWN THE WEST BANK OF RED RIVER.

	Miles
Winnipeg to St. John's	2
" Kildonan	5
" St. Paul's	8
" St. Andrew's	16
" Lower Fort Garry	20
" St. Clement's	22
" Selkirk	24

The foregoing list embraces only the best known and most frequently travelled routes in Manitoba, Kewatin, and the adjoining territories. The stations and intermediate distances on the main line of the Canadian Pacific Railway westward from Winnipeg are given below.

STATIONS ON THE CANADIAN PACIFIC RAILWAY FROM WINNIPEG TO CALGARY.

Stations	Miles	Stations	Miles
Winnipeg	0	Poplar Point	40
Air Line Junction	1	High Bluff	48
Winnipeg West	7	Portage La Prairie	56
Rosser	15	Burnside	63
"	22	Bagot	71
Marquette	29	McGregor	79
Reburn	35	Austin	84

* Approximate Route of the Winnipeg and South-Western Railway.

KEEWATIN.

STATIONS (Continued).

Stations	Miles	Stations	Miles
Sidney	92	Mortlach	423
Melbourne	98	Parkbeg	432
Carberry	105	Secretan	443
Sewell	114	Chaplin	451
Douglas	121	Ernfold	461
Chater	127	Morse	471
Brandon	132	Herbert	480
.	141	Rush Lake	489
Alexander	148	Waldeck	499
Griswold	157	Swift Current	510
Oak Lake	165	Leven	519
Virden	180	Goose Lake	528
Hargraves	188	Antelope	538
Elkhorn	196	Gull Lake	546
Fleming	211	Cyprus	564
Moosomin	219	Sidewood	575
Red Jacket	226	Crane Lake	585
Wapella	235	Colley	595
Burrows	243	Maple Creek	606
Whitewood	249	Medicine Hat	660
Percival	256	Stair	669
Broadview	263	Bowell	676
Oakshela	271	Suffield	687
Grenfell	279	Langevin	695
Summerberry	286	Kinningie	704
Wolseley	294	Tilley	714
Sirtaluta	302	Bantry	724
Indian Head	312	Cassils	732
Qu'Appelle	323	Sartbesk	741
McLean	332	Lathour	748
Cassils	341	Bassano	756
Pilot Butte	348	Crowfoot	767
Regina	356	Cluny	776
Grand Coulee	366	Gleichen	785
Pense	373	Namaka	792
Belle Plaine	381	Strathmore	802
Pasqua	390	Cheadle	813
Moose Jaw	398	Langdon	823
Boharm	406	Shepard	
Caron	414	Calgary	840

Winnipeg to Calgary, 840 miles : to Stephen (summit of Rocky Mountains), 961.

NORTH-WEST TERRITORIES.

PERHAPS the most direct and intelligible definition that can be given of the territories forming the Canadian North-West is to describe them as covering all the land area of the Dominion north-west of the St. Lawrence Valley, not already embraced within the provinces of Quebec, Ontario, Manitoba, and British Columbia, and the district of Keewatin. In other words, all the unorganised land surface of the Dominion is embraced within their limits. As compared with the rest of the Dominion, their area is nearly four times greater, the seven settled provinces occupying between 700,000 and 750,000 square miles, while the territories embrace in round numbers 2,500,000 square miles. The actual area acquired by purchase from the Hudson Bay Company amounts to 2,328,777 square miles, an area more than twelve times that of the great province of Quebec and equal to twenty times that of the adjoining province of Manitoba. Judged according to European and American standards these territories are larger than the whole of Europe, excepting Russia, and larger than the entire American Union, excepting New York and Pennsylvania, and are capable of sustaining a population of from eighty to one hundred millions. In order to furnish a means of comparison somewhat nearer home, it may be mentioned that the area of the whole of England is but 37,000,000 acres. The precise boundaries of these territories, as defined by the Order in Council of May 8, 1882, and shown on the map, are as follows:—1. *Assiniboia*, containing about 95,000 square miles, is bounded on the south by the international boundary, on the east by the western boundary of Manitoba, on the north by a line drawn near 52° lat., and on the west by a line near 110° W. long. 2. *Saskatchewan*, containing 114,000 square miles, is bounded on the south by Assiniboia, on the east by Lake Winnipeg and Nelson River. 3. *Alberta* is bounded south by the international boundary, eastward by Saskatchewan and Assiniboia, and contains 100,000

NORTH-WEST
TERRITORIES.

Area.

**NORTH-WEST
TERRITORIES.**

Their
future.

square miles. 4. *Athabasca*, containing 122,000 square miles, is bounded south by Alberta, west by British Columbia, &c. To sum up, the Saskatchewan district includes Battleford, Carleton, and Prince Albert. Assiniboia includes Qu'Appelle, South Saskatchewan and Souris Rivers, and Forts Pelly and Ellice. Alberta includes the Battle, Bow, and Belly Rivers, the cattle ranche district; and Athabasca takes in the celebrated Peace River districts. This division of the vast country, hitherto known as the North-West, will have the effect of localising points which hitherto were very indefinitely comprehended, and by having each its capital assigned it, will form nuclei for settlements more compact than the straggling homestead of prairie squatters.

Canadians are sometimes charged with unduly colouring the advantages which the Dominion offers for settlement, but in our opinion it is not easy to exaggerate the possible future of such a country as is comprehended within the title of the present chapter. To quote the words of Colonel Dennis :—

'The acquisition by Canada of the great territories lying to the north and west of the provinces of Ontario and Quebec has entirely changed the aspect of affairs in relation to the future of the Dominion. The doubts which may have occasionally suggested themselves even to her most loyal public men previous to 1869, as to the possible ultimate destiny of the Confederation of straggling and weak provinces extending for some two thousand miles along a frontier common also to her powerful neighbour the United States, have entirely vanished in presence of the fact, which the surveys and explorations effected by the Government during the last few years appear to have established beyond doubt, that the immense territory which for more than a century owned the Hudson Bay Company alone as master, and was practically occupied by that eminently conservative corporation simply as a preserve for fur-bearing animals, but which in the year mentioned was purchased by and became part of the Dominion, includes within it *the most valuable and extensive undeveloped area for the growth of wheat in the world, so far as known at the present time.*'*

The eccentric John Randolph of Roanoke's well-

* The *Italics* are our own.—[Ed.]

known and oft-quoted description of the United States capital as a city of 'magnificent distances,' applies to the country we are now seeking to describe with even greater force and fitness than to the stately, but solitary, capital on the banks of the Potomac. 'Distance!' said a Yankee traveller, when appealed to on the probable width of the apparently limitless expanse of rolling prairie which everywhere confronted him; 'distance! I should think so—distance till you can't see!' Its actual and possible bounds are the Arctic Ocean on the north, the Atlantic and Labrador on the east, and the United States on the south.

**NORTH-WEST
TERRITORIES.**

For purposes of exploration, and of present or future settlement, this vast territory, covering two and three-quarter millions of square miles, may be thus classified and distinguished:—

**Productive
divisions.**

WHEAT AREA.

Sq. miles.

1. General boundaries: from Lac Seul (say long. 92° W., lat. 50° N.) to a point at the foot of Rocky Mountains in lat. 60° N.; thence along base of Rocky Mountains to lat. 50° N.; thence to the south bend of Mouse River; thence to the Lake of the Woods, lat. 49° N.; thence along Rainy River, and thence to Lac Seul. This area, excluding Manitoba, unbroken by mountains or rocks to any material extent, with streams and small lakes which but fertilise, may be stated at 305,000
2. Beyond it, northwards, are also areas of rich vegetable mould (*humus*), on warm Silurian and Devonian bases, and with marly clays well adapted to the growth of roots or other spring crops 50,000

VEGETABLE, GRASS, AND TIMBER AREAS.

3. Hudson Bay basin (portion Silurian, so far as known and fairly predicible), east side, (East of meridian 80° W.) 100,000 square miles; west side (West of meridian 80° W.), 300,000 square miles 400,000
4. Winnipeg basin, east side, from English River to Nelson River 80,000
5. Beaver River (middle and lower parts) 50,000
6. Methy Lake and Clear Water River, and Athabasca River, from Clear Water River to Athabasca Lake, east side 30,000
- Carried forward 915,000

**NORTH-WEST
TERRITORIES.**

Brought forward	Sq. miles 915,000
7. West of Mackenzie River (Devonian, with coal measures) to wheat line as above stated, and from Fort Chipewyan, Lake Athabasca, to Fort Resolution on Great Slave Lake, say, from lat. 58° to 61° N.	10,000
8. East side of Mackenzie River to Fort Good Hope, say to lat. 68° N.	100,000
9. West of the Mackenzie River from lat. 61° N., northwards, to American (late Russian) boundary, along 141° W., and American Pacific shore strip, viz., all north of lat. 60° N., except area No. 7, already stated	160,000
10. Rocky Mountain eastern slope, beyond wheat line	30,000
11. Outlying areas, amongst others the extensive but undefined districts between the Hudson's Bay Silurian, and northern rivers of the St. Lawrence Valley; say from Lake Missinanie to Lake Nipigon	100,000
12. Add, the 'American Desert' of our latitudes; say, between lats. 49° and 50° N., where maize thrives and buffaloes fatten—a favourite Indian hunting ground, and well adapted for stock raising	470,000
Total area	1,785,000
13. The rest of our North-West and Rupert's Land Territory, including the immense 'Barren Grounds' of the Laurentian system, and the Labrador Rocks of eastern Rupert's Land, and the great wilds and islands of the Arctic, estimated at another million square miles	1,000,000
Total	2,785,000

Within the vast areas roughly outlined by these well-nigh bewildering figures, suited by nature to the growth of wheat, grasses, and timber, and covering mineral deposits of immeasurable richness and value, are comprised territory sufficient to form five provinces equal in extent and scarcely inferior in climate, soil, and resources to Quebec and Ontario.

The best known and most settled section of this immense region lies between Point du Chêne, thirty miles east of Winnipeg, and Lake St. Anne, forty miles west of Fort Edmonton, forming the 'Fertile Belt' of the North-West. It is 960 miles in length (east and west), with an average width of 250 miles. This would em-

'Fertile
Belt.'

brace 240,000 square miles. One-fourth of this area, equal to 40,000,000 acres, it is estimated, will produce wheat, barley, and potatoes of good quality and in great abundance. In the language of the hopeful Colonel Sellers, 'There's millions in it.' 'It is the crowning feature of this "Fertile Belt,"' says Mr. James W. Taylor, 'which broadens with reduced altitudes and constant air currents from the Pacific coast, that the immense trapezoid whose apex is bounded on the Mackenzie has a sufficient quantity of summer rains for all the purposes of agriculture as organised in the Atlantic and Mississippi States.'

Physical Geography.

THE soil of very much of the territories may be fitly described as a rich alluvium, easily cultivated, producing cereals, grasses, and root crops in great abundance, and in several sections practically inexhaustible by the ordinary processes of agriculture. The surface is very variable, but prairie largely predominates.

Surface and
soil.

The climate and ranges of the thermometer in the North-West Territory are marked by the same general features as those already described in our chapter on Manitoba. The tables of Superintendent Bourne, of St. John's College, Winnipeg, will be found replete with information to all interested in this important branch of meteorological science. The range of the thermometer at Battleford indicates a mean winter temperature nearly 7° higher than that of Winnipeg, 3° south of it. The winters are steady and uniform, and the atmosphere bright, transparent, and exhilarating. It is without question one of the healthiest sections of the Dominion.

Climate,
seasons,
&c.

It is a curious fact that spring seems to advance from north-west to south-east, at the rate of about 250 miles per day, and that winter is felt in Manitoba first, and thence travels westward at about the same rate. It is worthy of note also that Halifax on the Atlantic seaboard is nearly as cold in spring and summer as interior points situate more than 12 degrees farther north.

The following table, compiled by Professor John Macoun, exhibits the comparative range of the thermometer at various points throughout the Dominion :—

NORTH-WEST
TERRITORIES.Tempera-
ture.

—	Latitude North	Summer	Spring	Autumn	July and August
Cumberland House, N.W.T.	53 37	62·62	33·04	32·70	64·25
Fort Simpson, N.W.T. . .	61 51	59·48	26·66	27·34	62·31
Fort Chipewyan, N.W.T. .	58 42	58·70	22·76	31·89	60·60
Fort William, N.W.T. . .	48 24	59·94	39·67	37·80	60·52
Montreal, Quebec	45 31	67·26	39·03	45·18	68·47
Toronto, Ontario	43 46	64·43	42·34	46·81	66·51
Temiscamingue	47 19	65·23	37·58	40·07	66·43
Halifax, N.S.	44 39	61·00	31·67	46·67	66·55
Belleville, Ontario	44 10	{ temperature nearly that of Toronto.			
Dunvegan, N.W.T.	56 08	{ average summer six months. }			
Ft. Edmonton, N.W.T. . .	53 31	62·50	39·70	—	—
Ft. Carleton	52 52	—	35·70	—	—
Winnipeg, Manitoba	49 52	64·76	30·13	35·29	65·32

Mean temperature of the year 35·51.

The western curve of the 'Fertile Belt,' extending for 300 miles north of Edmonton, has an average winter temperature 15° higher than that of Western Ontario. By an analysis of the figures contained in the right-hand column of the above table, it will be seen that the temperature of the months when grain ripens is remarkably uniform throughout the Dominion, from Nova Scotia and Quebec to the north of Great Slave Lake. The lower temperatures of Manitoba unquestionably result from its proximity to the Arctic declivity of Hudson Bay. The mean summer temperature of the great prairie region which the general public are now specially interested in, and which we are now describing, is 60°, with ample rain-fall. To quote again from the records of Colonel Dennis:— 'As accounting for the extraordinary intrusion of the wheat producing zone into the northern latitudes of the Dominion territories, it may be remarked that the *Isothermal line, showing the mean summer temperature of sixty degrees*, which leaves the Atlantic coast in or about 45° north latitude, skirts the north shore of Lake Superior in about 50°, thence trending north-westerly, touches the north end of Lake Winnipeg, thence nearly

due north-west to Great Slave Lake, thence west to the vicinity of Fort Simpson, in *latitude nearly sixty-five degrees north*; and thence passes southerly with a little westing to the shores of the Pacific at Puget Sound, in or about latitude 49° north.'

**NORTH-WEST
TERRITORIES.**

The year 1880 has been marked by great activity in the Survey Department of the Dominion Service. Throughout Manitoba, Keewatin, and the Territories, track surveys and geological examinations were made extending over a total distance of about 1,700 miles, including the following rivers and lakes:—

Surveys.

1. The east side of Lake Winnipeg, from Dog's Head to mouth of Red River.

2. The Nelson River, from Goose-hunting River to the point reached from the sea in 1878, including Split Lake and Gull Lake.

3. Grass River and lakes upon the course of the former, from the mouth to the head of the east branch.

4. The western channels of the Sipiweek Lake, and the channels leading to and from Duck Lakes.

5. Channels of Nelson River, intersecting the eastern part of Ross Island, over fifty miles long.

6. All the channels between Little Play Green Lakes.

7. Jackfish River, from Rossville Mission to above the Fish Rapids.

8. Canoe route, from Knee Lake to and including God's Lake.

9. Canoe route, from Oxford House to and including Island Lake.

10. Canoe route, from Split Lake to Little Churchill River.

11. The Little Churchill River, from about 100 miles to its junction with the Great Churchill River, from the above-named junction to the sea.

12. The Great Churchill River, now under survey from Fort Churchill to Lake Winnipeg for a railway.*

* The promoters of this scheme claim that Fort Churchill has the best harbour on Hudson Bay, and one, moreover, which can be used by Atlantic steamers for five months in the year; that this place being no more than 250 miles from Lake Athabasca, the company will be able to penetrate into the fertile Peace River district at a moderate outlay. It is also suggested that the line might be so continued from Fort Churchill past Lake Athabasca to Port Simpson—believed by some of the Government engineers to be

**NORTH-WEST
TERRITORIES.**

13. The coast of Hudson Bay, for a few miles on either side of Fort Churchill.

Besides the track surveys above mentioned, considerable stretches of the previous season's work were re-surveyed to check distances and obtain greater accuracy of detail. Observations were frequently taken for latitude and magnetic variation, and at a few points for longitude. The daily barometer and thermometer readings were registered, and the temperature of rivers and lakes taken; about fifty photographs were secured to illustrate the most interesting features of the region explored, and a number of specimens collected.

The general aspect of the whole region embraced within these surveys is level, and the soil a light-coloured clay. As far north as Sipiveek Lake, on the Nelson River, and Knee Lake, on the boat route from Lake Winnipeg to Hudson Bay, both soil and climate are represented to be sufficiently good to maintain a population entirely dependent on agriculture.

**Rivers
and lakes.**

The rivers and lakes flowing wholly or in part in the North-West Territories are as follows:—The Mackenzie, Coppermine, and Great Fish Rivers, flowing into the Arctic Ocean. The Nelson, Churchill, Albany, Severn, East Main, and Great Whale Rivers, flowing into Hudson Bay; and the Saskatchewan, Assiniboine, and Red River, falling into Lake Winnipeg.

The extent of the river and lake system of the North-West Territories may be thus summed up.

RED RIVER has nearly 600 miles of navigation, one-fourth of which is within British territory, and steamers ply throughout the season between Lake Winnipeg and Glyndon, a distance of 288 miles.

THE SASKATCHEWAN (the Indian name is *Kisis-kah-chewan*, 'the river that runs swiftly') River is 1,864½ miles in length. The north and south branches rise in the Rocky Mountains within a few miles of each other. The south or main branch is 1,092 miles in length, and

the best terminus on the Pacific coast for a through railway—as to open out the shortest route that can be discovered between England and the East. The scheme, it will be seen, has been boldly devised; but whatever weight may be attached to the possibilities, it is at least sufficiently clear to us that such a railway would be always of great service in bringing north-west trade, and especially grain, to the Hudson Bay route.

the north branch 772½ miles. In ascending the river from Lake Winnipeg, the Grand Rapids, three miles long and 43½ feet descent, are first reached. Around these rapids the Hudson Bay Company operate a railway four miles in length. The character of the soil in the country drained by the Saskatchewan is of a very superior quality. Already the country is settling up rapidly, and men of capital and experience are pushing their enterprises in this direction. Steamers sometimes run as high as Edmonton, a distance by river of 1,200 miles. (See table of distances, rates of freight, passage, &c. on page 245.)

NORTH-WEST TERRITORIES.

Means of communication.

Pass Mission, at the mouth of the Pasquai River, is a fairly prosperous settlement, with a soil well adapted to agriculture.

Settlements.

Prince Albert Mission, on the south side of the North Saskatchewan, 45 miles below Carleton, extends a distance of about 30 miles, and numbers nearly 1,000 settlers, who are in a highly prosperous condition. Emmanuel College, in connection with the Church of England, but open to all Protestant denominations, is now established here.

Edmonton is the centre of a fine section of farming country, rapidly settling up, with an enterprising population. The country drained by the north branch and its tributary, the Battle River, is considerably wooded. Edmonton is the centre of the gold-washing fields of the North Saskatchewan.

Fort Edmonton stands on the North Saskatchewan, about two hundred miles to the north of the Canadian Pacific Railway line. Sturgeon Creek, Lake St. Anne, to the westward, abounds in whitefish.

Battleford, the capital of the North-West Territories, situate 600 miles by road west of Winnipeg city, occupies the tongue of land between the Battle River and the north branch of the Saskatchewan. The Canadian Pacific Railway, already constructed 850 miles west of Winnipeg, traverses the South Saskatchewan valley 300 miles south of Battleford. A fortnightly express and postal service is maintained between Winnipeg, Battleford, and Edmonton. There is also direct telegraphic communication opened with Ottawa and other chief centres in the old Dominion. The following

**NORTH-WEST
TERRITORIES.**Saskat-
chewan
steamers.

extract from the *Battleford Herald* is of interest to travellers and shippers:—

‘On the Saskatchewan steamers immigrants can now reach the settlements on the Saskatchewan in about as many days as it takes weeks from Winnipeg overland, and at a total cost but very little exceeding the cost of provisions required for the more tedious and uncomfortable trip. The following rates for the season of 1880 will probably be slightly reduced during the present season of navigation:—

FOR FREIGHT, PER LB.

	UP Cents	DOWN Cents
Lower Fort Garry to—		
Grand Rapids	1½	1¼
The Pas	2½	2¼
Cumberland	2¾	2½
Fort à la Corne	3	2¾
Prince Albert	3¼	2½
Carleton	3¼	3
Battleford	4¼	3½
Fort Pitt	5¼	4
Victoria	5½	4½
Fort Saskatchewan }	6¼	5
Edmonton		

PASSENGER RATES.

	UP		DOWN	
Lower Fort Garry to—	Cabin	Deck	Cabin	Deck
Grand Rapids	\$12	\$5.00	\$12	\$5.00
The Pas	24	10.00	18	7.50
Cumberland	30	15.00	24	12.00
Fort à la Corne	35	20.00	35	20.00
Prince Albert }	50	25.00	40	20.00
Fort Carleton }				
Battleford	60	30.00	50	25.00
Fort Pitt	65	32.50	60	30.00
Victoria, Fort }	70	35.00	65	32.00
Saskatchewan, }				
Edmonton				

‘The distance between Winnipeg and Edmonton by river is nearly 1,200 miles.

‘Cabin passengers will get a berth in state-room, but will have to pay 50 cents for each meal. Deck passengers will have to find their own bedding, and will have to pay 50 cents for each meal. Each passenger will be allowed 100 lbs. of baggage free. Should the steamers, through accident or other causes, be arrested

en route, passengers will have to find their way to their destination at their own cost.'

Fort Saskatchewan, formerly *Fort Jarvis*, 30 miles north of *Fort Edmonton*, is a French-Canadian settlement, and one of the stations of the Mounted Police.

On the south branch above 'the forks' of the Saskatchewan spreads the 'park country,' 'natural fields of rich land dotted with lakes and groves.' At *St. Laurent*, 60 miles from the forks, is a considerable settlement of French-Canadians and half-breeds. *Duck Lake*, 20 miles west, is also the nucleus of an improving colony. The 'Moose Woods,' 35 miles beyond, and 'Cypress Hills,' abound in nutritious grasses, and are well watered and adapted for stock-raising. Further information in regard to this branch of farming, and the best localities in which to pursue it, will be found on page 254.

RED DEER, BOW, AND BELLY RIVERS are tributaries of the South Saskatchewan, and drain a fine region, estimated to contain an area equal to eight times that of Manitoba. The forks of the Red Deer River are distant 168 miles from *Battleford*. Professor Macoun is of opinion that the South Saskatchewan ought to be made the means of transporting supplies to *Fort Walsh* and *Fort MacLeod*. When the navigation of the river is accomplished supplies can be landed within 30 miles of *Fort Walsh*, and at the forks on Bow and Belly Rivers, only two days' journey from *Fort MacLeod*. *Fort MacLeod* commands the centre of one of the best cattle-ranging districts in the whole North-West.

Fort Calgary is at the confluence of the Bow and Elbow Rivers, and *Fort MacLeod*, on the Belly River; a short distance south of *Fort Calgary* are natural sporting grounds. Buffalo herd on them in large numbers.

The land in the neighbourhood of the former station is scribed by travellers as being 'as level as a cricket ground.'

The KOOTENAY RIVER, flowing mainly in British Columbia, has some fine grazing land on its banks.

The ASSINIBOINE RIVER, the principal tributary of Red River, which it joins at *Winnipeg*, is usually navigable as far as *Portage la Prairie*, the county town of *Marquette*, 65 miles from its mouth. During high waters boats run up to *Fort Ellice*, 350 miles. Its entire course is upwards of 600 miles. The country between

NORTH-WEST
TERRITORY.

Rivers.

Winnipeg and the Portage is generally low, and in many places wet and uninviting. Beyond Portage la Prairie the forest here and there shows itself—spruce groves and sandhills capped with pines, and little dells filled with aspen and spruce, come to view.

DISTANCES ON THE ASSINIBOINE RIVER.

	Miles		Miles
Portage la Prairie	65	Rapid City	
Sturton's Landing		Grand Valley	
Smart's "		Brandon	
Cypress River		Little Saskatchewan	
Henry and Walker's		Oak River	
Red Flag		Gladston	
Milford		Arrow River	
Mouth of Souris		Bird Tail Creek	
Maers		FORT ELLICE	350

The QU'APPELLE, the main tributary of the Assiniboine, rises near the elbow of the south branch of the Saskatchewan. It is 250 miles long, and flows through a fine valley. The Souris and Rapid or Little Saskatchewan Rivers are also tributaries of the Assiniboine. At Fort Ellice there are good bridges over the Assiniboine and the Qu'Appelle Rivers.

LITTLE SASKATCHEWAN RIVER is a very beautiful stream, and, though very rapid, is navigable for canoes and bateaux for 100 miles. It flows parallel with the Assiniboine about 100 miles eastward of it, and enters it about 150 miles from its mouth. It drains a magnificent country, which is fast settling up, and the soil is of wonderful fertility. Lord Elphinstone's stock farm of 12,000 acres is on this river.

PEMBINA RIVER has its course eastward through the territories, in the southern portion flowing nearly parallel with the international boundary line. When the obstructions in it are removed it must become an important highway of travel, and greatly hasten the settlement of the country.

PEACE RIVER is navigable for 500 miles from the Rocky Mountains, has an average depth of six feet, and drains a section of country which will at no very distant day be settled by a large farming population.

The following are the chief points on Peace River east of the Rocky Mountains:—Hudson's Hope, Fort St. John (60 miles), Dunvegan (180 miles), Battle

River (280 miles), Fort Vermilion (480 miles), Little Red River (580 miles), Fort Chipewyan, Lake Athabasca, Fort Simpson, and Fort Liard.

ROOT or CARROT RIVER rises in rich lands, sixty miles south-west from the forks of the Saskatchewan, and flows through a wooded country, with many lakes, generally from thirty to fifty miles south of the Saskatchewan, into which it falls after a course of about 240 miles. It is estimated there are three millions of acres of land of first quality between this river and the Saskatchewan.

SWAN RIVER has a course of nearly 200 miles, and enters Lake Winnipegosis near its north end.

The ATHABASCA RIVER is navigable for 180 miles above the lake of this name. It drains what is known as the 'Thickwood Country.' Between Lake Athabasca and the Arctic Ocean, a distance of 1,300 miles, there is but one portage necessary, and that is only fourteen miles in length.

The MACKENZIE RIVER runs 2,400 miles almost due north-west from Great Slave Lake to the Arctic Ocean, and drains an area of 440,000 square miles. Fort Liard and Fort Simpson are on Mountain River, a tributary of the Mackenzie. The noble rivers Winnipeg, Nelson, and Beaver, and the Hudson Bay rivers and streams generally south of York Factory have long been navigated by canoes and small craft. Steam will no doubt be employed upon many of them before many years.

NELSON RIVER drains the whole of the Winnipeg basin, flows NE., and enters Hudson Bay at Port Nelson. The geographical position of Port Nelson, when studied with regard to the prospective commercial interests of Manitoba and the North-West Territories suggests conclusions of a startling character, which the limits and purpose of this handbook alike preclude. The total river navigation within Dominion territory in the north-west is variously estimated at between 10,000 and 11,000 miles. Of this about 4,000 are at present navigated.

LAKES WINNIPEG, MANITOBA, and WINNIPEGOSIS have been already referred to in the chapter on Manitoba. Mossy Portage, four miles long, connects the head of Lake Winnipegosis with Cedar Lake on the main Saskatchewan, thus linking a line of continuous water communication 1,500 miles in length, extending from Winnipeg city to the base of the Rocky Mountains.

**NORTH-WEST
TERRITORIES.**

Besides these, which are perhaps the best known, there are the Great Slave, Great Bear, Athabasca, Clear Water, Reindeer, Nelson, Wollaston, Mistassinne, and Abbitibbe and innumerable smaller lakes. Winnipeg Lake is 300 miles long by from 50 to 60 miles wide, and is sometimes called the Black Sea of Canada.*

The recent surveys of Dr. Bell and Mr. Cochran north and north-west of this lake will greatly extend the scant knowledge we have of that vast and promising country.

Table of
distances.

The following table of stations and intermediate distances on the usually travelled route between York Factory, Port Nelson, and Norway House, which is situate at the northern extremity of Lake Winnipeg is of importance to travellers in this region:—

	Miles	
	Intermediate	Total
YORK FACTORY		
To Hayes River	52	
Steel River	27	79
Hill River to First Fall	32	111
Fall to Upper River	30	141
Lac de la Sauvaune	7	148
Rivière aux Brochets or 'Jack River'	10	158
Knee Lake	47	205
Trout River	13	218
Holy Lake	30	248
Beaver Dam Brook	78	326
Hare Lake	7	333
Sea River	35	368
Play-green Lake	14	382
NORWAY HOUSE		

LAKE OF THE WOODS is a noble expanse of waters, and will, as soon as facilities for tourist and pleasure travel are provided, attract many a visitor to its picturesque shores. It receives the waters of Rainy Lake through Rainy River.

Governor
Simpson's
canoe.

Some time ago there was shown on the Red River the identical bark canoe which had, in 1828, carried Governor Simpson and his staff from Hudson Bay,

* The principal settlements in the North-West Territories are Prince Albert, Qu'Appelle, Riding Mountain, Carleton, St. Albert, Battleford, Edmonton, Fort Saskatchewan, St. Anne's, &c.

vid Peace River, to tide-water on the Pacific at the mouth of the Fraser River, probably the longest trans-continental canoe trip ever accomplished by European travellers. It was a noble craft, and, when manned by a picked crew of eight Canadian *voyageurs*, brought vividly to mind the records of the palmy days of ancient Hochelaga, the adventures of brave Jacques Cartier, and the exploits of the equally fearless and devoted missionaries of the Cross, Hennepin and Marquette.

The same general remark will apply to the larger territory of the North-West that has been made relative to Manitoba. Mineral undoubtedly exists in many districts, but in what quantity or of what quality is not known. Professor Selwyn's report will, it is hoped, supply what is now most urgently sought for both in these islands and throughout the Dominion—comprehensive and reliable information on the mineral resources, and, more particularly, the coal beds of these territories. What is known may be briefly stated. There are extensive lignite deposits on the Saskatchewan River, in the Souris River valley, 250 miles west of Emerson, on Red River, and about three miles north of the international boundary. According to the mining engineer, Mr. R. H. Norton, the claims referred to 'contain a vast amount of coal, which can be easily and economically mined and prepared for shipment.' The Souris Coal and Fuel Company has been incorporated to work them. The seams thus far reported upon extend over an area of 1,000 acres, to a depth averaging from seven to fifteen feet, and are estimated to contain nearly twenty millions of tons. Fire clay and ironstone are said to abound in conjunction with the lignite. Specimens of ironstone show five per cent. of iron in seams 18 inches thick. Professor Selwyn is of the impression that lignite beds may be uncovered at no great depth in situations considerably east of the surface indications in the valley of the Souris River, and possibly so far north as to be easily accessible by the navigation of the Assiniboine, with a probability that such lower strata will be of superior quality.

Following the inevitable course of empire, the march of population and settlement in the Canadian North-West has been westward, in and bordering on the valleys of the Assiniboine and Saskatchewan mainly, and along

Minerals.

Central or
prairie
land.

**NORTH-WEST
TERRITORIES.**

the surveyed line of the Canadian Pacific Railway. The best known and settled sections, as before remarked, are situate in what is now everywhere known as the 'Fertile,' or wheat-producing belt, and in the Southern or Pembina and Turtle Mountain district. In this order we will endeavour to briefly describe them.

Settlement
belts.

Under the name of Central or Prairie Land is embraced the vast tract already briefly outlined, stretching from 49° to 60° N., a distance of 760 miles, and embracing an area equal to 480,000 square miles. The lands are watered by the Red, Assiniboine, Saskatchewan, and Peace rivers, and are among the most valuable in the Dominion. The impression which still largely prevails that the central or so-called 'Fertile' belt contains the only land especially valuable and desirable for wheat-growing is wholly erroneous. The southern belt, adjoining United States territory, and much of the northern, or Lake Superior and Hudson Bay belt, is equally well adapted for farming purposes. The south and larger half of this area lies upon the waters of the Saskatchewan, Red, and Assiniboine rivers. North of this the Beaver or Churchill tract occupies a triangular area of 50,000 square miles. Of the remainder, 120,000 are situated on the Athabasca and on the Peace River to the north; and 30,000 square miles, forming the north-west corner of the tract, border the waters of the Rivière aux Liards or Mountain River and Hay River, branches of the great Mackenzie River.

The valleys of the Assiniboine and Saskatchewan embrace 46,000,000 of acres of rich soil and pasturage, 18,000,000 of which are immediately available for farming purposes. The western district of Manitoba, which includes all the land lying between Rat Lake Creek and Poplar Point, and between Lake Manitoba and the Assiniboine, is probably the very best in that province for farm purposes. The prices of improved farms fronting on the Red and Assiniboine Rivers range from 5 dols. to 20 dols. per acre. In the newer settlements, lots have changed hands at 2 dols. and 3 dols. per acre, while in favoured spots near Winnipeg small tracts are held as high as 40 dols. per acre. The land between the North and South Saskatchewan Rivers is nearly all good. From Long Lake to the Little Saskatchewan River, the country, for a distance of 150 miles, contains many fine

sections of rich, fertile land, interspersed with poplar groves, well adapted to the wants of English tenant-farmers. Professor Macoun, from whose evidence we have so often quoted, has stated that 'a continuous farming country extends from Point du Chêne, thirty miles east of Winnipeg, to the Assiniboine at Fort Ellice, a distance of 230 miles without a break.'

**NORTH-WEST
TERRITORIES.**

That portion of the 'Fertile Belt' more properly designated the Saskatchewan country is bounded on the south by the 49th parallel, west by the Rocky Mountains, north by parallel 55°, and east by Manitoba.

Saskatche-
wan
Country.

Next to the Saskatchewan district, west and northward, is a very extensive district, forming the watershed between the Saskatchewan and Peace Rivers. Through it flows the Athabasca River. This is all forest, and but little more than its name of 'Thickwood Country' is known of it.

Thickwood
Country.

Adjoining this is the Peace River section, extending along the Rocky Mountains from a point a little north of Jasper's House to Fort Liard and the west end of Little Slave Lake, thence to the forks of Athabasca, and down that river to Athabasca Lake.

The Peace River country, indeed the whole prairie region situated between Manitoba and the Rocky Mountains, embracing, according to Professor Macoun, 76,000,000 acres of farming land, is described by Dr. G. M. Dawson, Rev. D. M. Gordon, Mr. J. H. Cambie, and indeed by all travellers and settlers, professional and unprofessional, as capable of successful cultivation, though varying greatly, as do all lands of equal extent, in capacity for production. Those who have had the best means of judging, pronounce the land in the Peace River valley the most valuable for farming purposes in the whole North-West. Game, large and small, abounds, and while it continues abundant the growing of cereals and garden crops is pursued as an amusement only. Cultivation would moderate the climate there as it has moderated it elsewhere. Meanwhile it is worthy of note that horses are kept out all the winter, getting their own living, though the thermometer sometimes marks 50 below zero. The navigation of the river opens and closes as nearly as possible at the same time as that of the Ottawa. In general character it is very like that of Manitoba, west from Portage la Prairie to Pine Creek.

Peace
River
Country.

**NORTH-WEST
TERRITORIES.****Pembina
Mountains.**

The hindrances to the immediate settlement and permanently successful cultivation of these vast prairies have been already briefly stated. Inferiority in respect either of climate or soil cannot certainly be fairly numbered among them. These lands are unquestionably capable of sustaining a large and active population, and with the increased facilities for transport, and the tide of immigration which the Dominion and American railway systems are sure sooner or later to bring, they are not likely to remain long unoccupied. Five-sixths of all the timber in the Peace River country is poplar. The river scenery is described as 'enchanting.' The country on the proposed line of the South-Western Railway in and around Pembina Mountains, Turtle and Riding Mountains, and that between the Souris and Qu'Appelle Rivers is described by late travellers as being of great fertility and promise. Of the newly opened Pembina Mountain district a correspondent of the *Hamilton Spectator* writes:—'The Pembina Mountains are not as some might imagine, *i.e.*, they are not mountains and hills of rocks, but are a beautiful table-land, with an elevation of about 300 feet above the river. Then we have the Pembina Valley, which is at its narrowest point three-quarters of a mile wide; then it extends in width to six miles, and as one stands upon the brink of the tableland a great variety of scenery is suddenly brought to view. I shall never forget April 19 last as our party stood upon the banks and viewed the valley below. There we saw hills and ravines, timbered and prairie lands, high and low land; there we saw almost every kind of fowl hovering over the scene, from the great sand-hill crane to the duck which abound in multitudes; we saw deer, elk, &c., not forgetting our friend the grizzly. We could see for fully twenty miles up or down the valley. It was a grand sight, never to be forgotten; of such a place an artist could hardly find an equal.' The lands above described, and indeed all the public lands in these territories, as well as those of Manitoba and Keewatin, are in the hands of the Dominion Government, and not in those of the Provincial Governments, as is the case in the other provinces. Further details in regard to them will be found in Mr. Hepple Hall's work, 'Lands of Plenty in the New North-West,' published by Hunter, Rose, & Co., Toronto.

The rapidity with which the land in the settlement belts west of Manitoba is being occupied and cultivated is illustrated by the following official Land Office returns. Regulations for the sale of land will be supplied by the Canadian Pacific Railway on application. For the year ending October 31, 1879, the transactions at the various offices were as follows :—

NORTH-WEST TERRITORIES.

Land sales.

WINNIPEG.

Acres.
14,863 sales
1,440 warrants.
24,040 homesteads.
11,920 pre-emptions.
160 forest tree culture.

Total, 52,423

EMERSON.

64,363 sales.
5,280 warrants.
158,402 homesteads.
37,740 pre-emptions.
13,760 forest tree culture.

Total, 279,545

NELSONVILLE.

Acres
78,735 sales.
4,640 warrants.
159,316 homesteads.
138,880 pre-emptions.
16,640 forest tree culture.

Total, 398,211

PORTAGE LA PRAIRIE.

9,922 sales,
1,120 warrants.
39,520 homesteads.
19,260 pre-emptions.
320 forest tree culture.

Total, 70,162

Little Saskatchewan, 65,977 sales.
" 6,714 warrants.
" 162,558 homesteads.
" 61,358 pre-emptions.
" 160 forest tree culture.

Total, 296,967

Grand Total, 1,097,308.

Statement showing total acreage of land disposed of since establishment of Dominion Lands Offices at Winnipeg in 1872 to October 31, 1879.

Year	Homesteads No. of acres	Pre- emptions No. of acres	Sales No. of acres	Warrants No. of acres	F T Culture No. of acres
From establishment of office in 1872 to October 31, 1875	485,760	163,313	55,191	135,116	—
October 31, 1876 . . .	55,520	42,080	28,273	27,680	480
October 31, 1877 . . .	131,901 50	93,809 02	160,395 76½	12,318 13	1,999 55
October 31, 1878 . . .	280,022 26½	251,192 49½	132,344 96½	13,483 60	5,598 28
October 31, 1881 . . .	438,707	263,647	355,145	—	—
October 31, 1882 . . .	1,181,652	904,211	413,282	—	—
Totals	2,578,562 76½	1,718,252 61½	1,144,571 73	188,547 73	8,077 83

**NORTH-WEST
TERRITORIES.**

It will be seen that the homestead and pre-emption and forest tree culture claims amounted, from the establishment of the office in Winnipeg to October 31, 1878, to 1,511,674 acres against 572,828 acres sold for cash and upon which military bounty warrants were placed, thus showing that up to nearly the close of 1878, at least, land speculators had not operated extensively in Dominion lands.

Some valuable advice in regard to raising of crops and farming generally will be found at page 136 of the Farmers' Delegate Reports, a second and revised edition of which is now in the Government press at Ottawa, and will shortly be issued.

Government.

The Territories are, under the Dominion Act (38 Vict., cap. 49), governed by a Lieutenant-Governor, assisted by a council of five members, subject to instructions given by Order in Council at Ottawa, or by the Canadian Secretary of State. Representatives may be returned from time to time to a council or assembly according as districts of 1,000 square miles attain a population of 1,000 adults. The present Lieutenant-Governor is the Hon. David Laird, appointed October 7, 1876, and the seat of government is at Battleford.

**Mounted
Police.**

Our sketch of this section of the Dominion would lack completeness did it not include some mention of the Mounted Police force. It is the only force which the Dominion has upon active duty, and is stationed beyond the borders of the civilised parts of Canada, and in the very heart of a land inhabited only by wild tribes of Indians, buffalo, antelope, and game of all kinds. It is therefore but natural that their life should be considered one of adventure and excitement. The force consists of about 350 men and officers, and about the same number of horses. It is divided into six troops, named with the letters from A to F, and stationed in detachments at numerous forts, from near Winnipeg to the base of the Rocky Mountains, and northward to Battleford. The Mounted Police is not a military force—at least it is not under the control of the Militia Department, as are all the other corps in Canada—though the organisation and discipline, with the exception of titles given to different grades of officers and men, are much the same as those

of a regiment of cavalry. Thus, instead of a colonel there is a commissioner; of major, assistant commissioner; of captain, superintendent; and of lieutenant, inspector; while men in the ranks are constables instead of privates.

The men are armed with Winchester and Snider carbines and the Adams revolver, and all non-commissioned officers above the rank of corporal wear swords. The uniform consists of a white helmet, scarlet tunic with yellow facing, and black breeches with yellow stripes. In winter they wear short buffalo coats and fur caps and mits. The skirmishing drill used in the force is said to be compiled from the American cavalry tactics for the prairie and the regular drill laid down for carbineers, and was put in shape by Inspector Steele, of B troop, a very clever man, who is much liked by his men. *Fort Walsh*, commanded by Captain Crozier, is the headquarters of the force at present, and is garrisoned by two troops of about seventy-five men each. *Fort McLeod* is the next largest fort, and has about 125 men; while the rest of the force is divided between *Forts Qu'Appelle*, *Calgary*, *Wood Mountain*, *Dufferin*, *Shoal Lake*, *Saskatchewan*, *Battleford*, and *Head of the Mountains*, with from five to fifty men each. The routine duties at this post are 'stables' three times a day, artillery drill and riding drill an hour and a half each in the morning; riding school for third-class ride in the afternoon; guard and picket and kit inspection weekly, and medical inspection fortnightly. On Sunday church parade and service is held, much to the disgust of the men, who would rather attend church without compulsion, in which case what they hear would probably be thought more of. The object of the force is to keep whisky out of the country and away from the Indians, and to keep peace between the different tribes. During the summer months they traverse the North-West from one end to the other, travelling thousands of miles at a trip. On these journeys much of interest and excitement is seen, and in them lies the charm for this life. The men of the force are of a different class from those who form the largest part of a regular army; they are, as a rule, young men of a very good class. It would be hard to find in any regular army a regiment whose standard, either as

NORTH-WEST
TERRITORIES.

ndians.

regards appearance or intelligence, is higher than theirs. The quietude and contentment which characterise the Indian tribes of these territories, and the fact that but one death from violence has occurred in six years, speaks volumes not only for the discipline and efficiency of the members of the force, but also for the friendly relations subsisting between the natives of the soil and the British. The following extract from the last report of Mr. Commissioner Dewdney will be of interest to all who have occasion to visit the plains, either *en route* for British Columbia or for the sport which they afford. There are six posts now garrisoned by the M. P. Force, viz. :—

Saskatchewan, Superintendent W. D. Jarvis.

Battleford, Superintendent J. Walker.

Shoal Lake, Superintendent Wm. M. Herchmer.

Wood Mountain, Superintendent J. M. Walsh.

Fort Walsh, Superintendent L. N. F. Crozier.

Fort MacLeod, Superintendent Wm. Winder.

The following is the distribution of the force :—

Division	Where Stationed	Officers			Sergts.		Corporals	Constables	Total	Total Strength	Troop Horses	Total Strength
		Staff	Superintendents	Inspectors	Staff	Duty						
A	Fort Saskatchewan	—	1	1	2	2	—	12	18	18	11	11
B	Wood Mountain	—	1	—	1	1	—	20	23	—	23	—
"	East End Post	—	—	—	1	1	—	9	10	—	6	—
"	Fort Walsh	3	—	2	3	2	4	56	70	103	47	76
C	Fort McLeod	1	1	2	2	2	3	39	50	50	78	78
D	Shoal Lake	—	1	—	1	—	2	15	19	—	19	—
"	Qu'Appelle	—	—	1	—	1	—	4	6	—	2	—
"	Swan River	—	—	—	—	—	—	2	2	—	3	—
"	Duck Lake	—	—	—	—	1	1	—	2	—	1	—
"	Battleford	—	—	—	—	—	—	1	1	—	3	—
"	Prince Albert	—	—	—	—	—	—	3	3	33	4	32
E	Fort McLeod	—	—	3	2	3	1	30	39	—	33	—
"	Fort Calgary	—	—	—	1	1	1	10	13	—	13	—
"	Battleford	1	1	1	1	1	2	16	23	—	26	—
"	Prince Albert	—	—	—	—	1	—	—	1	—	—	—
"	Duck Lake	—	—	—	—	—	—	1	1	77	1	76
F	Fort Walsh	2	1	3	6	4	5	51	72	—	56	—
"	Milk River	—	—	—	—	—	1	6	7	—	5	—
"	Shoal Lake	—	—	—	—	—	—	2	2	81	—	61
	Total	7	6	13	19	20	20	277	362	362	334	334

An organised corps of guides, to conduct parties of emigrants in search of suitable and desirable locations in the Territories, has recently been established by the Dominion Government.

As already remarked, the climate and soil of these Territories are especially adapted to the production of wheat. Its advantages as a stock-farming country are scarcely less conspicuous. Owing to the abundance and nutritious quality of its prairie grasses and the lightness of the snow-fall over much of its surface, it offers undoubted facilities for the breeding and rearing of stock and for the fattening of beef cattle. Particularly is this the case in the southerly and south-westerly parts of the Territories, embracing some 30,000,000 of acres, the natural home of the buffalo, and on the slopes and along the eastern base of the Rocky Mountain range, where the climate favours the 'ranging' of the animals the entire winter with little, if any, shelter. The following letter of Mr. Commissioner Dewdney, for which we are indebted to the courtesy of Colonel Stoughton Dennis, to whom it was originally addressed, indicates the locality more especially referred to.

Stock
farming.

Reporting on the capabilities of this section for purposes of pasturage, Mr. Commissioner Dewdney gives the following testimony:—

'As a stock country, from the Boundary Line to Bow River it cannot be surpassed, *the pick of it lying between Fort MacLeod and Bow River.* Montana is perhaps the best cattle state in the American Union, but it is acknowledged by drovers who have brought cattle from that state to our territory that we have a much better country, and I am sure there can be no question about it. I have seen Montana, and have travelled through the best portions of their cattle country. I have also for a number of years travelled through, the southern, portion of British Columbia, called the Bunch Grass Country, and which is similar to Montana and to some sections of our own country. In both of these the feed is being destroyed for cattle by over-stocking, and is often killed out entirely, so much so in Montana that a good many of the cattle ranges are being replaced by sheep.

Fort Mac-
Leod to
Bow River.

'As you go north from the Boundary Line, our

Troop Horses	Total Strength
11	11
23	—
6	—
47	76
78	78
19	—
2	—
3	—
1	—
3	—
4	32
33	—
16	—
26	—
—	—
1	76
56	—
5	—
—	61
334	334

**NORTH-WEST
TERRITORIES.**Bow river
country.

country becomes moister, and the vegetation more luxuriant, until you reach the latitude of about 51° or 52°, when the bunch grass entirely disappears, and is replaced by soft grasses, such as pea-vine, blue-joint, and other green grasses. These die in the winter, and consequently afford no nourishment to cattle at that season of the year, but are most luxuriant in the summer. These soft grasses appear among our bunch grass, from the neighbourhood of Fort MacLeod, and as you go north increase in proportion to the bunch grass, until, as I said before, they entirely replace the bunch grass; and as the district between Fort MacLeod and Bow River embraces this description of feed in good proportions, I give it as a reason why I consider it the pick of the north-west as a cattle country, and superior to Montana.

'You will know that these soft grasses grow year after year, and are very difficult to kill out, and consequently must add to the permanency of this section as a good cattle country.

'My experience has been that the nearer cattle are to the mountains, the better they will winter, for though there may be a little snow, there is more shelter, and the grasses are heavier.'

The following extract from a letter of Mr. W. G. Conrad, a member of the firm of J. G. Baker & Co., dated Fort Benton, Montana Territory, U.S., November 12, 1880, to Colonel Dennis, fully confirms the foregoing statement:—

'We think your country in that section will rapidly settle up, and know it to be a good agricultural, and the best stock or grazing country on the Continent.'

(Signed) 'W. G. CONRAD.'

Education,
&c.

For so remote and unsettled a country as the North-west Territories, ecclesiastical and educational matters have made fair progress. The present diocese of Rupert's Land embraces the province of Manitoba with the district of Cumberland, except the sub-district of Fort à la Corne, Swan River, Norway House, and Lac la Pluie. Missionaries in full orders are labouring in the following

localities, viz.: Touchwood Hills, Cumberland, Devon, Fort Alexander, Fairford, St. Peter's, Fort Frances, and Islington, and there are a number of catechists and schoolmasters in connection with these. The best time for a man with limited means to go to Manitoba is from April to June. To locate land the most desirable time is August, September, or October. In the case of taking free homesteads, pre-empting, or purchasing from the government, the business will have to be transacted at the nearest of the following Dominion Land Offices:—

LAND OFFICES.

NELSONVILLE OFFICE	.	HENRY LANDERKIN, Acting Agent
WINNIPEG OFFICE	.	G. NEWCOMBE, Acting Agent
GLADSTONE OFFICE	.	JOSEPH GRAHAM, Acting Agent
ODANAH OFFICE	.	A. A. FISHER, Acting Agent
BIRTLE OFFICE	.	A. J. BELCH, Acting Agent
BRANDON OFFICE	.	GEO. NEWCOMBE, Acting Agent
TURTLE MOUNTAIN OFFICE	.	G. F. NEWCOMBE, Acting Agent
PRINCE ALBERT OFFICE	.	GEORGE DUCK, Acting Agent

SPORT.—Shooting and fishing is everywhere excellent, the woods and the prairie abounding in game of every kind, and the rivers and lakes with fish.

**NORTH-WEST
TERRITORIES.****POST OFFICES IN THE PROVINCE OF MANI-
TOBA, ARRANGED ACCORDING TO
ELECTORAL DISTRICTS.****LISGAR.**

Argyle
Balmoral
Bird's Hill
Clandeboye
Cook's Creek
Dundee
Dynevov
East Selkirk

Foxton
Greewood
Lower Fort Garry
Middle Church
Oak Bank
Park's Creek
Peguis
Selkirk

St. Andrew's
Stony Mountain
Stonewall
Springfield
Sunnyside
Victoria

MARQUETTE.

Alexandria
Assiniboine
Archibald
Baie St. Paul
Beaconsfield
Beaver Creek
Beausejour
Brandon
Blumenort
Blythfield
Burnside
Calf Mountain
Campbellville
Carman
Clydesdale
Cross Lake
Crystal City
Elton
Genoa
Gladstone
Glenora
Golden Stream
High Bluff
Holland
Indian Ford

Lakeside
Lake Frances
Linstrathen
Littleton
Lorne
Marringhurst
Meadow Lea
Miami
Minnedosa
Minnewashta
Morris
Mountain City
Nelsonville
Newhaven
Oakland
Oak Point
Olive
Ossowa
Pigeon Lake
Pilot Mound
Pomeroy
Poplar Heights
Poplar Point
Portage la Prairie

Prospect
Preston
Pembina Crossing
Rienland
Rousethwaite
Ruttanville
Salterville
Snowflake
Silver Spring
Somerset
Stodderville
St. François Xavier
St. Laurent
St. Léon
Strathclair
Thornhill
Treherne
Totogon
Warrington
Wellington
Wellwood
Westbourne
Woodlands
Woodeide

PROVENCHER.

Arnaud
Clear Springs
Delorme
Dominion City
Emerson
Gauthier
Green Ridge

Letelier
Niverville
Otterburne
Rat River
Ridgerville
St. Anne
St. Agathe

St. Norbert
St. Pie
St. Vital
St. Jean Baptiste
Scratching River
West Lynn

NI-
TO

SELKIRK.

Headingley
Kildonan
Loretto
Millbrook

Prairie Grove
Plympton
St. Boniface
St. Charles

St. James
Winnipeg

**NORTH-WEST
TERRITORIES**

POST OFFICES IN THE NORTH-WEST
TERRITORIES.

Battleford
Birtle
Blake
Bridge Creek
Carleton
Cadurcis
Eden
Fairview
Fort Edmonton
Fort Ellice
Fort Saskatchewan
Grandin

Grand Valley
Hall's Ford
Hazeldean
McGregor
Milford
Newdale
Oak River
Oberon
Osprey
Odannah
Petral
Prince Albert

Qu'Appelle
Rapid City
Richmond
Rosburn
St. Albert
Salisbury
Shell River
Souris Mouth
Shoal Lake
Stobart
Touchwood Hills

vicer

POST OFFICES IN THE PROVINCE OF
KEEWATIN.

Fort Frances
Lake Deception

Gimli
Pinefalls

Rat Portage
White Mouth

POST OFFICES IN THE PROVINCE OF
BRITISH COLUMBIA. ARRANGED
CORDING TO ELECTORAL DISTRICTS

CARIBOO.

Alexandria
Barkerville
Clifton
Dog Creek
Glennora

Lac La Hache
Lilloet
150 Mile House
Pavilion
Quesnelle

Skeena
Soda Creek
Van Wagon

ORTH-WEST
TERRITORIES.

Burrard Inlet
Chilliwack
Granville
Ladner's Landing

Langley
Maple Ridge
Matsqui
Moodyville

New Westminster
Sumas

NEW WESTMINSTER.

VANCOUVER.

Burgenyne Bay
Chemainus
Comox
Cowichan

Maple Bay
Nanaimo
Quadra
Salt Spring Island

Somenos
Sooke
Wellington

VICTORIA.

Esquimalt

Victoria

YALE.

Ashcroft
Cache Creek
Duck and Fringle
Hope

Kamloops
Kootenay (sub)
Lytton
Nicola Lake

Okanagan
Okanagon Mission
Spence's Bridge
Yale

THE CANADIAN PACIFIC RAILWAY.

As early as February 8, 1873, a charter was granted to Sir Hugh Allen and twelve other directors for a railway across the Dominion of Canada, between tide water on the St. Lawrence and the Pacific Ocean. It was not, however, until 1878 that the Dominion Government entered actively on the work of construction.

The Canadian Pacific Railway Company was incorporated February 16, 1881. At that time the Dominion Government had under construction and partly completed two sections of the main line of the Canadian Pacific Railway, one of 435 miles between Winnipeg and Thunder Bay, on Lake Superior, and one of 213 miles between Port Moody, on the Pacific coast, and Lake Kamloops in British Columbia, and had completed and in operation a branch line, 65 miles in length, from Winnipeg southward to Emerson, on the International boundary.

The contract between the government and the Company provided for the completion by the government of the sections under construction and their transfer to the Company as part of its subsidy. In addition to these 710 miles of completed railway with sidings, depôts, water stations, engine houses, &c., the Company was granted 25,000,000 dols. in cash and 25,000,000 acres of selected agricultural lands together with a number of concessions of great value, such as exemption from competition for twenty years, perpetual exemption from taxation of any description, exemption from duties on track, bridge and telegraph materials, and the perpetual right to make such rates as would afford a net revenue of ten per cent. on the capital invested.

In consideration of these grants and concessions, the Company undertook to complete, equip and operate the line from Callander, Ontario, the terminus of the Canada Central railway, to the Pacific Ocean, a distance of

2,555 miles, before the end of the year 1891. Deducting the sections to be completed by the government, there remained for the Company to build 1,910 miles of the main line.

In order to secure its eastern connections, the Company immediately purchased the Canada Central railway, extending from Callandar, on lake Nipissing, to Ottawa, the capital of the Dominion, and to Brockville on the St. Lawrence river. The North Shore line between Ottawa and Montreal was subsequently purchased from the government of the province of Quebec, and Montreal became the principal eastern terminus of the railway.

Within three months after its incorporation, or in May, 1881, the Company commenced work on the line west of Winnipeg.

As now under construction the line extends from Montreal, the commercial metropolis of Canada, to Port Moody, on Burrard Inlet in British Columbia, a distance of 2,896 miles.

It consists of six divisions, known as the Eastern or Montreal division; Lake Superior division; Thunder Bay division; Prairie division; Rocky Mountain division, and the Western or Pacific division. The first of these extends from Montreal to Callandar, 345 miles. The Lake Superior division extends from Callandar to Port Arthur, 651 miles. The Thunder Bay division, from Port Arthur to Winnipeg, a distance of 435 miles. The Prairie division, from Winnipeg to Calgary, 840 miles; the Rocky Mountain division, from Calgary to Kicking Horse Pass, 122 miles; and the Western division, from the summit of the Rocky Mountains to Port Moody, 503 miles; a total distance of 2,896 miles.

We present on the other side a table of distances on the through line when completed, as it will be in 1885, from Montreal to Port Moody.

Name of Place	Inter- mediate miles	Total Miles
MONTREAL to		
Ste. Theresa Junction	19	
Calumet	40	59
OTTAWA	61	120
Carleton Junction	29	149
Pembroke	76	225
Mattawa	94	319
CALLANDAR, Ont.	26	345
Port Arthur	651	996
Rat Portage, Keewatin	297	1,293
WINNIPEG	138	1,431
Swift Current	511	1,942
Medicine Hat	150	2,092
CALGARY	179	2,271
Summit, Rocky Mountains	122	2,393
Lake Kamloops (Savonia's)	290	2,683
PORT MOODY	213	2,896

COMPARATIVE TABLE OF DISTANCES.

Name of Place	Miles
From Montreal to Port Moody (Pacific Terminus of Canadian Pacific Railway)	2,896
From New York to Port Moody, <i>via</i> Canadian Pacific Railway and Montreal	3,279
From New York to Port Moody, <i>via</i> Canadian Pacific Railway and Brockville	3,164
From New York to San Francisco, <i>via</i> Central and Union Pacific Railways and shortest connecting lines in the United States	3,384
From Liverpool to Montreal	2,790
From Liverpool to New York	3,040
From Liverpool to Port Moody, <i>via</i> Canadian Pacific Railway and Montreal	5,690
From Liverpool to San Francisco, <i>via</i> all United States Routes	6,830
From Liverpool to Yokohama (Japan), <i>via</i> Montreal and Canadian Pacific Railway	11,019
From Liverpool to Yokohama (Japan), <i>via</i> New York and San Francisco	12,038

TABLE OF DISTANCES IN THE NORTH ATLANTIC OCEAN.

By ALLAN'S Steamer Routes.

Name of Place	Distance from last place	Total Distance
LIVERPOOL TO TORY ISLAND.		
Rock Light	—	—
Crosby Light Ship	5	—
Formby Light Ship	3	8
Bell Buoy	2½	10½
Bar Light Ship	1½	12
Calf of Man	62	74
South Rock	30	104
Copeland	16	120
Maidens	16	136
Rathlin Island	26	162
Innishone Head	30	192
Innistrahull	16	208
Tory Island	36	244
LIVERPOOL TO CAPE ROSIER.		
<i>Via Cape Race.</i>		
Tory Island	244	—
Cape Race	1,733	1,977
Cape Pine	20	1,997
St. Pierre	110	2,107
Cape Ray	143	2,250
Bird Rocks	76	2,326
Cape Rosier	137	2,463
LIVERPOOL TO CAPE ROSIER.		
<i>Via Belle Isle.</i>		
Tory Island	244	—
Belle Isle	1,656	1,900
Cape Norman	23	1,923
Point Amour	37	1,960
Point Riche	54	2,014
Heath Point	181	2,195
Scuth Point (Anticosti)	22	2,217
Cape Rosier	78	2,295

TABLE.—cont.

Name of Place	Distance from last place	Total Distance
CAPE ROSIER TO FATHER POINT.		
Fame Point	24	—
Frigate Point	20	44
Cape Magdalen	15	59
Pleureuse Point	10	69
Cape Chatte	50	119
Matane	33	152
Metis	27	179
Father Point	16	195
FATHER POINT TO QUEBEC.		
Bic Island	18	—
Green Island	31	49
Brandy Pots	15	64
Pilgrims	9 $\frac{1}{2}$	73 $\frac{1}{2}$
Kamouraska	7 $\frac{1}{2}$	81
Traverse Light Ship, E.	24	105
Traverse Light Ship, W.	2	107
Pillars	6	113
Crane Island	12	125
Belle Chasse	12	137
St. Laurent's Point	11	148
Quebec	11	159
Liverpool to Quebec <i>viâ</i> Belle Isle		2,649
" " <i>viâ</i> Cape Race		2,817
LIVERPOOL TO PORTLAND, MAINE.		
Tory Island	244	—
Cape Race	1,733	1,977
Sable Island, E.	325	2,302
Sable Island, W.	21	2,323
Baccaro	237	2,560
Cape Sable	10	2,570
Seal Island	17	2,587
Mount Desert	93	2,680
Metineus	33	2,713
Manheigin	23	2,736
Seguin Island	20	2,756
Half Way R.	13	2,769
Portland Head	9	2,778

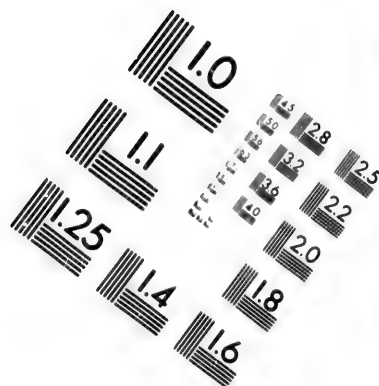
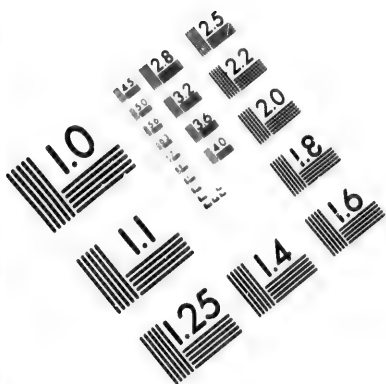
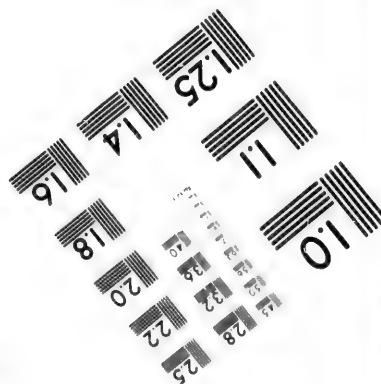
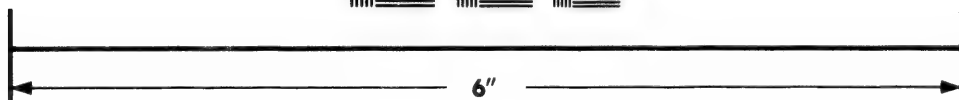
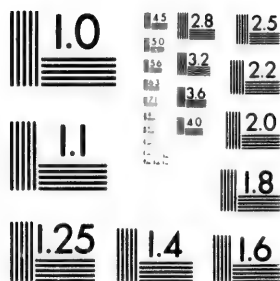


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TABLE.—*cont.*

Name of Place	Distance from last place	Total Distance
LIVERPOOL TO QUEENSTOWN.		
Bell Buoy	10 $\frac{1}{2}$	—
Bar Light Ship	1 $\frac{1}{2}$	12
N. W. Light Ship	8	20
Point Lynas	30	50
Skerries	10	60
South Stack	8	68
Tuskar Rock	87	155
Saltees Light Ship	20	175
Minehead	36	211
Ballycottin	16	227
Queenstown	11	238
QUEENSTOWN TO ST. JOHN'S, N.F.		
Roche Point	—	—
Daunt's Rock	4	—
Kinsale Head	16	20
Fastnet Rock	42	62
Mizen Head	10	72
Calf Rock	17	89
Cape Spear	1,641	1,730
St. John's	4	1,734
ST. JOHN'S TO HALIFAX, N.S.		
Cape Spear	4	—
Ferryland Head	31	35
Cape Race	25	60
Cape Pine	20	80
Beaver Island	457	517
Egg Island	23	—
Chebucto Head	30	—
Halifax	3	540
Liverpool to Halifax, N.S. (<i>via</i> St. John's)		2,512
HALIFAX TO BALTIMORE, MARYLAND.		
Chebucto Head	3	—
Sambro'	4	7
Smith's Island	758	765
Cape Henry	13	778
Wolf Trap	30	808

TABLE.—*cont.*

Name of Place	Distance from last place	Total Distance
HALIFAX TO BALTIMORE.— <i>cont.</i>		
Windmill Point	12 $\frac{1}{2}$	820 $\frac{1}{2}$
Smith's Point	17 $\frac{1}{2}$	838
Thomas' Point	64	902
Sandy Point	7	909
Fort Carroll	18	927
Baltimore	4	931
QUEBEC TO HALIFAX.		
Father Point	159	—
Bird Rocks	332	491
St. Paul's Island	57	548
Scatari Island	72	620
Sambro'	194	814
Halifax	7	821
<i>Via</i> Gut of Canso	—	720

LIGHTS SIGHTED IN CROSSING THE NORTH ATLANTIC.

S. W. COAST OF IRELAND.

Name	Light	Visible in clear weather. Miles
Skelling Rock	White, fixed	18
Calf Rock	White flashing every 15 seconds	17
Crookhaven	Red, fixed with White sectors	13
Kinsale Old Head	White, fitted with Red sector	21

S. COAST OF IRELAND (QUEENSTOWN).

Dunas Rock, light vessel	Red, fixed	—
Roches Point	Red, revolving, one minute interval	—
2 lights	White, fixed	—

S. COAST OF IRELAND.

Ballycotton Island	White flashing every 10 seconds	18
Minehead	White, intermittent, 50 seconds visible 10 seconds dark	21
Dungarvon	White, fixed with red and green sectors	10
Coningbeg (Saltees)	White, fixed	10
light ship	3 Flash lights	10

S.E. COAST OF IRELAND.

Name	Light	Visible in clear weather Miles.
Tuskar Rock . . .	White and Red, revolving one minute interval, twice White once Red	15
Lucifer shoal, light ship	Red, fixed	8
Blackwater Bank, light ship	White, fixed	10

E. COAST OF IRELAND.

Arklow South Bank, White revolving half minute light ship	interval	10
Arklow North Bank	White, fixed	10
light ship, 2 lights	White fixed	8
Wicklow Head	White, intermittent, 10 seconds bright, 3 seconds dark	16
Codling Bank, light Red, revolving 20 seconds ship	interval	—

In the course obliquely cutting the radii of Nos. 14, 15, and 17, we leave the Irish Coast and enter the region of English Lights, commencing with

WELSH COAST.

South Stack	White, revolving, 2 minutes interval	20
Holyhead Breakwater.	Red, flashing every 15 seconds	13
Skerries, 2 lights	White fixed	16
Point Lynas	White, intermittent, 8 seconds visible, 2 seconds dark	16
Great Orme Head	White, fitted with red sector	24

Passing through the area of this lighthouse, during which it is at one time the only light visible, we come in sight of the cluster which illuminates the entrance to the Mersey. They are in brief as follow:

Air	White, fixed with red sector	9
---------------	--	---

LIVERPOOL REGION.

N. W. light ship	White, revolving 1 minute interval	11
Formby light ship	Red, revolving	8
Crosby light ship	White, fixed	—
Leasowe	White, fixed	16
Rock	White and Red, revolving every minute, twice White to one Red	14
Hoylake	White, fixed	13
2 lights	White, fixed	11
Bidstow	White, fixed	22

APPENDIX.

NOTES ON THE MINERALS OF NOVA SCOTIA.

THIS province is richly endowed with minerals, and especially with those which in their productive development generally tend to populate the localities in which works are established, viz.: Coal and Iron.

Gold mining should also be classed with these industries, for though it has hitherto been pursued in a somewhat desultory manner, yet the records of yield are such as fully warrant its being assigned a place, and that a prominent one, in the staple industries of the province. Copper and manganese ores are also mined in some localities, and the existence of galena and other minerals has been proved in various parts of the country. As of greatest interest, however, to the intending immigrant and to the speculative capitalist, we shall confine our remarks to those branches of mining which have been most fully developed.

It is a peculiarity in the geological structure of the province that, roughly speaking, one-half of it may be said to contain coal and iron, and the other half gold. The coal and iron fields are situated principally on the northern and eastern shores, and the gold mining is confined entirely to the southern and western portion of the province.

The localities in which coal-mining operations are carried on are in the counties of Cumberland, and Pictou in Nova Scotia, and the counties of Inverness, Victoria, and Cape Breton in the island of Cape Breton.

It may enable the relative positions of these coal fields to be more clearly understood if we adopt the city of Halifax, the capital of Nova Scotia, as a starting point, and assume an excursion to be taken to each. The routes of access will thus also be given, with a brief description of the extent, contents, and principal operations in each coal field. Halifax is well suited for this purpose, being situated about midway between the eastern and western ends of the south shore of Nova Scotia, and being the starting point of the great Intercolonial

Railway. The Cumberland and Pictou mining localities are connected with this railway, a branch line in each case affording the facilities for inland traffic, as well as a means of transport to the respective shipping places.

Getting 'on board' the train at Halifax, a ride of about five hours' duration brings the traveller into the centre of the Pictou coal field, and he is at once sensible that the usual accompaniments of a mining locality are not wanting. He sees around him tall chimneys with the usual volumes of smoke issuing from them at intervals, large stone and wooden structures, rows of houses all apparently of the same shape and disposition on the surface, and cars and wagons passing to and fro, and exhibiting in this locality the peculiarity of an old fashion and the new, with respect to the mode of conveyance of the coal and style of traction power. For, in the style of locomotive still in use at the Albion mines, and in the shape of the wagons, a Northumberland or Durham miner would at once recognise the type of carriage which has been in use in these counties for many years; and, if not a very young man, he would be reminded of the travelling engine or 'puffing Billy' of not many years ago. Indeed, in no other mining district is the resemblance to a Tyne or Wear colliery so striking to a dweller in that part of England as the locality of the Albion mines. It may be added, however, that the resemblance to the newer establishments at home, with respect to the adoption of the most improved mining machinery and appliances, is equally maintained by the enterprising and spirited company who now own the mines.

The Pictou coal field, though not very extensive as regards the area underlain by workable seams, is of very great capacity as regards the yield of coal, in consequence of the great thickness of the seams. Roughly speaking, the productive region may be said to be comprised in an area ranging in an east and west direction about nine miles, and with an average width of about three miles. Within this space several seams of coal have been opened, some of which are extensively worked. The mines at present in operation are the Albion, Acadia, Intercolonial, and Vale Collieries. The seams worked at these mines differ much in many respects, and the question of identity or relative geological position is not one which need be dwelt upon in a notice of this description. It will suffice to state that at the Albion mines two seams are worked—the 'main seam,' the thickness of which is over 30 feet, and the 'deep seam,' about 150 feet lower in depth, with a thickness of about 23 feet. At the Acadia and Intercolonial Mines, which are situated near the west end of the coal field, the seam worked is from 16 to 18 feet in thickness; and at the Vale Colliery, situated at the east end, the workings are in a seam 7 feet in

thickness. All these seams have been opened on their outcrops by slopes or incline drifts, expensive winnings by shafts having up to the present time been avoided, save at the Albion mines, where the coal is raised up a shaft nearly 900 feet in depth. The system of working is pillar and stall, and is that generally adopted, with some modifications, in all the mining localities.

The coal produced in this coal field is largely used for steam and house use. It is a hard, clean coal; and at one mine, the Albion, a very excellent coke is made. Each mine is connected by rail with an excellent shipping place in and near Pictou harbour, and being also connected with the Pictou branch of the Intercolonial Railway, access inland is thus afforded.

The annual statements issued by the Department of Mines at Halifax show an employment of 1,235 men and boys at these mines in the year 1879, and a production of coal of 388,486 tons.

In travelling from Halifax to Pictou, a very prettily situated small town, called Truro, is passed. It is distant from Halifax sixty-two miles, and it is from this point that the Intercolonial railway proceeds northward; the Pictou branch going off to the eastward. To visit the Cumberland coal mines the traveller continues on the main line, and at a distance of sixty miles from Truro he arrives at Springhill Junction. Here the Springhill Mining Company's branch line is connected with the Intercolonial line; the Springhill mine being situated about four miles to the south of the Junction. This mine is not the only one in this district, but it is at present the most extensively worked.

The Cumberland coal field ranges lengthwise in an east and west direction, and extends from the east shore of the Bay of Fundy inland, a distance of about eighteen miles. On that shore it may be said to have a width of about twenty-three miles; the geological structure indicating a regular lie of the beds in a synclinal shape for that distance. At its assumed eastern extremity its position is somewhat indefinite, and on this account the tract of country embraced in the limits named is considered to represent the Cumberland coal field.

The mines at present in operation are the Joggins, the Springhill, the Scotia, and the Chiegnecto. The Joggins mine is situated on the shore of the Bay of Fundy, and consequently at the western limit of the coal field in a superficial sense. The seam worked is 6 feet in thickness, including a band of fire-clay, and the operations in it are carried on by slope from the outerop. This mine is on the northern side of the coal field, the dip of the seams being to the south. Beneath the seam worked at the Joggins there are others of smaller size which have been partially mined. They range eastwardly, and have been traced the entire length of the coal field, as above defined,

though they are altered in some respects in proceeding eastward. The Scotia and Chiegnecto mines are also situated on this northern outcrop, and are distant from the Joggins mine about twelve miles.

The Intercolonial Railway passes through this coal field a little to the east of its centre, and, with the exception of the Joggins locality, connection with it is of comparatively easy accomplishment.

The Springhill mine is situated on the opposite or southern side of the basin, the seams having a dip northward. Several seams of coal, varying in thickness from 18 to 2½ feet, have been found in this locality; the operations of the Springhill Company being in what is termed the 'Black' or 11 feet seam. The highly advantageous position of the Cumberland coal field, with respect to internal communication by means of the Intercolonial Railway, has tended to rapidly develop these works, and they are now the most extensive in the county. In view of the declining use of wood as a fuel, and the general progress of the country in the immediate vicinity of the railway, there can be little doubt that this coal field is destined to become one of the most extensively worked in the province: for, in addition to the facility of transport afforded by the Intercolonial Railway, there are means of shipping in positions that possess many advantages over the other ports with which coal operations are connected in other parts of the province.

Three hundred and eighty-three persons were employed at these mines in 1879, and the production of coal was 99,222 tons, of which quantity 88,400 tons were raised at the Springhill mine.

Resuming our position at Halifax, we will now indicate the routes and means of access to the different coal districts in Cape Breton. A voyage by steamer from Halifax of about forty hours' duration will bring the traveller to Sydney harbour, the centre of the eastern or Cape Breton coal field. Or, proceeding by rail to Pictou, and thence by steamer to the Strait of Canso, which separates Cape Breton from Nova Scotia, a voyage of only seven hours, he can continue his journey by coach, a distance of thirteen miles, and then at West Bay, at the head of the Bras d'Or Lake, go on board another steamer, and passing down the lake he will be landed at Sydney in about the same time as by the other route. The route by Pictou is the most favourable for visiting the Inverness coal field, there being direct communication from Pictou to Port Hood, from which place the other mining localities in that coal field are easily reached.

Apart from the interest attached to the mineral wealth of this part of Nova Scotia, there is to the tourist ample means of gratification in the beautiful scenery by land and water, through

which his course will lie. A sail down the Bras d'Or Lake on a bright day is full of enjoyment; calls are made at a few places on the route—Whycogamagh, Baddeck, &c., and some amusement is not unfrequently derived from little incidents that occur on these occasions, indicative of the homely manners and peculiarities of the inhabitants; or, mayhap, the heart is touched on witnessing partings, such as the traveller himself may have experienced. At some point cattle will be embarked for transportation to Newfoundland, or other places, and considerable amusement will be excited by their frantic efforts to avoid the wharf, and by their determination not to go on board when brought alongside. The ruthless driver, or owner it may be, generally succeeds, however, with the aid of the twist of the tail and the long switch, which is pitilessly applied to the animal's flanks. Perhaps some aboriginals step on board, and you are struck with their peculiar physiognomy, their stolidness and taciturnity; or, if they do happen to converse, the ear is pleased with the liquid sweetness of their language, and you become interested to know the Indian names of places and their meanings. Then, before you pass out of this inland sea—for such it is, being connected with the Atlantic—a timely word to the good-natured captain will induce him to take the vessel through a narrow passage between an island and the main land, and you will wonder how there can be depth of water enough; and, continuing on through the Little Bras d'Or entrance, between winding cliffs, within a stone's throw on each side, he will bring you safely into the ocean, and speedily land you at your destination.

Sydney may also be reached by an entirely different route, in the Cape Breton portion of it; in travelling over which there is much to interest both eye and mind. A visit to the Inverness coal field, if made as intimated from Port Hood, will enable the traveller to see some of the finest scenery of its class in Nova Scotia. He is here in the Highlands, relatively to the general character of the country; for, though mountains they can scarcely be called, yet in height and massiveness, in the number of brooks and shady glens, hill and valley succeeding each other in varied picturesqueness, they recall so much of home mountain scenery that it is not difficult to fancy oneself in 'our native land.' Nor is this illusion lessened by the fact that the prevailing language is Gaelic. The early settlers in Cape Breton were principally Highlanders, and to this day they retain their native language and manners, though somewhat modified; and unfortunately they still exhibit in many respects much of the weak side of their character. Genuine indolence, as well as genuine hospitality, is still a peculiarity, and litigation is a hobby which few fail to ride.

Pursuing his journey along the northern shore of the island,

the traveller will touch at Mabou, Broad Cove, and Chimney Corner, at each of which places seams of coal, some of considerable thickness, have been discovered; but no effective operations have yet been begun on them; and a few miles beyond the last-named place, he will arrive at Margarie river, a famous salmon stream. Thence, directing his course southward, he can join the lake steamer at Baddeck, or; by going over the mountains, he can visit the New Campbellton mine in Victoria County, and crossing the Big Bras d'Or entrance to the Lake, and the island of Boulardrie, six or seven miles, and then the Little Bras d'Or entrance, a drive of a few miles will bring him to North Sydney; or, if minded to seek for novelties, or delighting in contrasts, he were to extend his journey eastward when at Margarie, he would pass on the east side of the river into an entirely different race of people, both as regards language, dress, thriftiness, and industry. At Cheticamp, a few miles beyond Margarie, even the surroundings, as well as the appearance of the people, will transport him in imagination into France. The inhabitants in this part of Cape Breton are nearly all French; and the characteristics above-named are evident in the neat, quaint dresses of the women, the tidiness of the cottages, and the state of culture of the fields. Copper has been mined in this locality, but it has not been found to an extent to warrant continued explorations; and as we have reached the limit of the coal formation in this direction, we must retrace our steps to Sydney.

Sydney was at one time a place of much more importance in a local point of view than it is at present. It was the capital of the island before Cape Breton was annexed to Nova Scotia, and had a garrison located in it. Now it is chiefly of importance as a central place of business for the supply of the mines which have sprung up in its vicinity, and the surrounding agricultural and fishing population. As already remarked, it is somewhat centrally situated as regards the Cape Breton coal field, which extends along the eastern coast of the island, in a north-west and south-east direction, a distance northward, from Sydney harbour, of about twelve miles, and southward about eighteen miles. Its width inland does not probably, at the widest part, exceed seven or eight miles; but as some of the seams lie at a considerable depth from the surface on approaching the shore, their extension eastward beneath the sea, under circumstances admitting of their being worked, may be fairly calculated on, and indeed has been fully established. Of course the extent to which the measures may spread under the sea in an undisturbed condition is unknown, and can only be ascertained as the workings progress in that direction.

With the exception of the Sydney and New Campbellton mines, which are situated on the northern side of Sydney har-

bour, nearly all the mining operations in this coal field are confined to the southern portion of the field.

There are ten distinct workable seams of coal, varying in thickness from 4 to 9½ feet in this southern or Glace Bay district, and 5 or 6 in the northern or Sydney district, the principal seam in the last-named being the 'main seam' at the Sydney mines, a remarkably fine, clean bed of coal 6 feet in thickness. The workings in this seam extend some distance under the sea.

The Sydney mine is one of the oldest establishments in the province, and until within the last five or six years it presented, in general arrangements, a similar resemblance as the Albion mines to an 'old country' colliery, a like class of locomotives and wagons being used. Within the period named a precisely similar equipment of a modern character, to that at the Albion mines, has been applied to some new openings, and the establishment is now on a large and well-arranged scale. The coal has for several years been raised in shafts; those recently completed being nearly 700 feet in depth.

At some of the mines in the Glace Bay district, shafts of comparatively shallow depth have been sunk, but the operations generally have been similar to those in the Pictou district.

The class of coal raised in the Cape Breton coal field is well suited for gas-making and general purposes. The Sydney seam possesses a high reputation as a house coal, and it is largely and principally sold in Nova Scotia and the adjoining provinces.

Distinct places of shipment have been constructed at Cow Bay, Glace Bay, Lungan, and Sydney harbour, and the mines are connected with them by private lines of railway, from half a mile to eighteen miles in length. The quantity of coal raised at the nine mines in operation in 1879 was 295,984 tons; the number of persons employed being 1377.*

The localities to which the produce of the various mines is supplied are at present those which may be considered the home market: that is to say, chiefly those which are in the Dominion, viz., Nova Scotia, New Brunswick, Prince Edward Island,

* Mr. Rutherford's figures of the coal-mining industry of Nova Scotia may be recapitulated as follows:—

	Men employed.	Tons mined.
Pictou Coal Field . . .	1,235	388,486
Cumberland . . .	383	99,222
Sydney, C.B. . . .	1,377	295,984
	2,995	783,692

The official returns place the total yield for the same period at 788,271 tons.

Quebec, and Montreal. Newfoundland also imports a considerable quantity. The United States at one time took largely of Nova Scotia coal, but the imposition of a duty of three shillings per ton has deprived the mines of that market. This diminution of sales has, however, been chiefly felt in the Cape Breton district. Nearly the entire minerals in the province are held under the Crown, there being comparatively few properties in which they have not been reserved. The facilities for becoming possessed of mining areas are liberal in character. In the case of coal and minerals other than gold, a license to search, covering five square miles, is granted on payment of twenty dollars or about four pounds sterling. This license is in force for one year, but may be renewed for a further period of twelve months on payment of the further sum of twenty dollars. At any time before the expiration of the license the holder may select one square mile and receive a license to work on payment of fifty dollars. This license is of two years' duration, and may be extended to three years by an additional payment of half the amount originally paid. When effective mining operations have been commenced, a lease can be obtained with conditions of extension by periods of twenty years, but not to extend beyond sixty years from August 25, 1886. A royalty is exacted of nine and seven-tenths cents (about 4½d.) on every ton of 2,240 lbs. of coal, except slack coal, that shall have passed through a screen, the bars of which are not wider apart than three-fourths of an inch, and coal used by workmen, engines, &c., in connection with the operations. The royalty on other minerals is as follows: Gold, two per cent. on the gross amount of gold mined, at the rate of nineteen dollars an ounce troy for unsmelted gold. Iron, three cents per ton of 2,000 lbs. of ore, and five per cent. on the value of all other ores or minerals.

Next in importance to the coal industry may be placed the operations in gold mining, which may be said to be yet in their infancy as regards the development of which they are capable.

It is a remarkable feature in this particular branch of mining industry that its course of life, as it may be termed, is alike in its rush into existence and subsequent period of inactivity and almost lifelessness, in almost every gold-mining locality. Nor are the reasons far to seek. The intrinsic value of the metal, which may be said to be nominally independent of the rise and fall of markets, is associated in its production with the certainty of a return of the outlay on machinery, &c., and the cost of labour, if the yield of gold be but moderate, and the probability of large profits if the yield is much increased. The inducement, therefore, to search for it is very great, and excites a general interest. The working man and the capitalist are, to a certain extent, on the same footing, in a speculative point of

view; the one risks his labour without pay, the other his capital, and hence the spasmodic condition of the early stages of gold-mining operations. Want of success soon exhausts the resources of the workman, and the ardour of the speculator is cooled by the delay in profitable results, and abandonment in each case is the usual consequence. Another source of disturbance of the faith in the value of a large auriferous district is the injudiciousness of many mining companies in not providing, when the results are satisfactory, for the dead work—i.e., for non-productive work which all mining is liable to. Instances are not wanting of mines being brought to a stand from this cause and ultimately abandoned, which have, after a lapse of a few years, been re-opened and worked so profitably that a shorter period than they have remained inoperative has sufficed to make the fortunes of the lucky speculators who succeeded the original holders of the property.

There are about a dozen principal districts in which mining has been pursued with more or less steadiness over a period of nearly twenty years. One of these districts is situated about one hundred miles to the east of Halifax, another is about midway between these places, and gold has been mined near the western extremity of the province, a distance from Halifax of over two hundred miles. The extent of the formation in which the auriferous rock is found may, therefore, be said to cover almost the entire length of the southern coast of Nova Scotia. The width inland from the shore is, roughly speaking, from twenty to forty miles.

Nearly all the gold-mining localities are easy of access; some—Montague, Lawrencetown, and Waverley for instance—are within a few miles of Halifax, with fair roads to them. Some are situated at short distances from the Intercolonial Railway, and others are reached by rail and stage coach. The localities are generally rugged in aspect, and present little in appearance to tempt any other industry than that which is exercised beneath the surface.

The following particulars may be interesting as an indication of the actual character of the respective districts. They are taken from the statements furnished by the Department of Mines, and their accuracy may therefore be relied on. In a period of seventeen years, the highest produce of gold per ton of 2,000lbs., of material crushed, in the Montague district, was, in the year 1870, 4 ozs. 3 dwts. 14 grs., and the lowest 16 dwts. 12 grs., in 1878. At Oldham, in a period of eighteen years, the highest yield was in 1875, 1 oz. 13 dwts. 6 grs., and the lowest, at the very commencement of mining, 1862, 12 dwts. 3 grs. The highest yield at Renfrew during the same time was 1 oz. 15 dwts. 10 grs., also in 1862, and the lowest 5 dwts., in 1879. Sherbrooke, in a like period, gave, in 1868,

yield of 2 ozs. 0 dwts. 20 grs., and in 1871 9 dwts. 9 grs. Tangier in eighteen years gave the highest, 1 oz. 4 dwts. 11 grs., in 1862, and the lowest, 7 dwts. 11 grs., in 1866. Stormont, in the same number of years yielded, in 1863, 3 ozs. 0 dwts. 7 grs., and fell to 4 dwts. 4 grs. in 1873. Uniacke in fourteen years showed the highest yield in 1866, 2 ozs. 12 dwts., and the lowest in 1870, 6 dwts. 7 grs. Waverley in eighteen years gave the highest yield in 1875, 1 oz. 6 dwts. 2 grs., and the lowest in 1879, 5 dwts. 7 grs. Wine Harbour yielded 2 oz. 0 dwts. 10 grs. in 1862, and 5 dwts. 6 grs. in 1866. Caribou, a comparatively new district, in a working of eleven years' duration, gave, in 1877, a yield of 1 oz. 9 dwts. 21 grs., the lowest being 11 dwts. 9 grs., in 1872. It may here be stated that the gold in the province is unusually pure, and that the average value per ounce is nineteen dollars and twenty-two cents, or about 3*l*. 19*s*. sterling.

Taking the period of eighteen years, 1862 to 1879 inclusive, the yield of gold per ton of quartz and other material crushed has been from 12 dwts. to 2 ozs. 8 dwts., and the average of the ten districts in which mining has been more or less regularly pursued is 19 dwts.; or, reckoning the value of the gold at the rate named, 3*l*. 15*s*. 1*d*. per ton of material crushed. During this period the yield has, of course, varied considerably, but the general result cannot but be considered very encouraging; and when it is borne in mind that the districts are in some cases several miles apart, and that gold-bearing rocks have been discovered at almost the extremities of the range of the formation, a distance of about three hundred miles, it cannot be considered an unreasonable conclusion to anticipate a much larger development of this industry than has yet prevailed.

Some idea of the value of this industry from a workman's point of view may also be gathered from the following additional statement taken from the same source as the preceding. At the rate of yield of gold each year, and reckoning the value of the gold at eighteen dollars, or 3*l*. 14*s*. per ounce, and allowing three hundred working days per annum, the average earnings per man per day throughout the entire districts is one dollar, ninety-one cents, or about 7*s*. 11*d*. per day.

Although up to the present time there are only two establishments in the province for the reduction and treatment of iron ores, the existence of these ores in large quantities has been ascertained in various localities. The Steel Company of Canada have at Londonderry, in Colchester County, large works, consisting of smelting furnaces, rolling mills, and a foundry. The company possesses a large tract of mineral country, containing chiefly limonite, with some specular ore and ankerite. The analyses of ore taken at various points in this property give a percentage of metallic iron, in the limonite, of 60-81,

48-92, 58-68, 58-30, 57-25, 58-27, and 55-17. The specular ore gives a yield of 67-85 per cent. of metallic iron.

The works of this company are situated within a few miles of the Intercolonial Railway, with which they are connected by rail, and are distant from Halifax by rail about eighty miles. They are located on the edge of a mountain stream, and near the foot of an extensive range of high ground called the Cobequid mountains. In addition to the access to the various parts of the Dominion which this railway connection affords, there is also a convenient shipping place on the Bay of Fundy water, a few miles below the site of the works.

Steel of a very superior quality was for some years produced by the use of charcoal alone as a fuel, but a recent large extension of the works has led to the adoption of coke and coal, which is chiefly drawn from the Pictou mines.

In the western part of the province iron works were begun some years ago, but they have not been steadily prosecuted. An analysis of the ore gives 50-09 per cent. of metallic iron. A magnetic ore, also in that vicinity, yields from 65 to 68 per cent. of metallic iron.

In the neighbourhood of Truro and of the Pictou mines beds of ore, limonite, and red hematite, of an excellent quality, have been discovered. In other localities in Nova Scotia the existence of ores has been proved, but their extent is not yet ascertained.

In Cape Breton, at Whycogamagh, on the north side of the Bras d'Or Lake, and at East Bay on the south side, veins of red hematite of considerable thickness have been exposed, but no mining has yet been done beyond the procuring of samples.

The proximity of these ores in some cases to the coal fields is a very important feature with respect to the cost of production of the iron. In Pictou county, for instance, the ore deposits are about ten or twelve miles from the coal mines, and can be easily connected with them by rail. At Whycogamagh they are distant about twenty miles from the Broad Cove coal district, and there is besides the facility afforded by the lake of water communication with the Cape Breton mines, an advantage that is available also in connection with the East Bay locality.

It will be evident from the preceding statement that in this valuable element in the progress of a country the province of Nova Scotia is richly endowed, and with the facilities for utilising it, afforded by the relative position of the minerals, that there is ample scope for the energetic immigrant and the enterprising capitalist.

JOHN RUTHERFORD, M.E.,
Halifax, N.S.

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INDEX.

ABR

A BRAHAM, heights of, 8,
147
Acadia iron mines, 81
Acadie (*see* Nova Scotia), origin of
name, 63
Agates, 83, 96
Agricultural societies in Nova
Scotia, 86
Agriculture, 27; number of persons
employed in, 27; in Nova Scotia,
83, 86, 89; in North-West
Territories, 246, 251, 254; in
Manitoba, 216, 218, 223; in
Ontario, 160, 168; in Quebec,
133, 139
Agriculture by Indians, 57
Ainslie Lake, 73; oil district, 103
Aix la Chapelle, treaty of, 69, 101
Alberta, territory of, 233
Alexander, Sir W. (*see* Stirling,
Earl)
Algoma, district of, 166
Allan steamship line, 60, 124
American Independence, 70
American, war, 9
Amherst, 95
Angling in Nova Scotia, 76, 94; in
Prince Edward Island, 108; in
Quebec, 145
Annapolis, 100; foundation of, 6,
63; capture of, 65, 67
Annapolis River, 63, 73
Annapolis county, 86; climate of,
86
Annapolis Valley, 94
Anticosti, 126

BEA

Antigonish County, 86
Apatite, 132
Apples, varieties of, 86; cultivation
in Ontario &c., 161
Area of British Columbia, 15, 19,
182; Canada, 19; Cape Breton,
19, 101; Nova Scotia, 19, 71;
New Brunswick, 19, 109; North-
West Territories, 19, 232; Kee-
watin, 19, 228; Manitoba, 19,
213, 214; Ontario, 17, 19, 154,
156; Quebec, 19, 126; Prince
Edward Island, 19, 104
Argal, Captain Samuel, 63
Arrowsmith Mountain, 185
Arthur's, Prince, landing, 230
Asbestos, 133
Assineboia, territory of, 233
Assiniboine River, 8, 218, 242
Athabasca, territory of, 234
Aux Sables Bay, 160
Avon River, 73

BADDECK River, 102
Baie des Chaleurs, 111, 112
Banks, savings postal, 52
Barclay Sound, 185
Bark of the Hemlock, value of, 32
Barra Straits, 102
Batiscan River, 128
Battleford, 241
Bays and gulfs, 22
Bear, the, 181
Beauharnois Canal, 51
Beaver, the, 34

BED

- Bedford, 95, 100
 Bedford Basin, 98
 Belle Isle, 125
 Belleville, 176
 Belly River, 242
 Bird Rock, 125
 Birds, 34, 181
 Bishop of Fredericton, 40, 122
 Blomidon, Cape, 95, 96
 Board of Agriculture, 86
 Boundary of Ontario, 156
 Bow River, 242
 Bradford, 180
 Bras d'Or Lakes, 102
 British Columbia, joins the Dominion. 11; area and boundary of, 15, 182; climate, 183; history, 184; natural features, 185; gold, 187; coal and iron, 30, 188; forests, 189; rivers of, 23, 186; principal towns and harbours, 185, 186, 203; fruit, 190; fisheries, 190, 195; land laws, 193; means of communication, 194, 198, 208; scenery, 196, 204; Indians, 207; Vancouver Island, 202; sport, 206; post and telegraph offices, 211, 259; distances, 212
 British North America Act, 11
 Brockville, 176
 Buffalo in British Columbia, 206
 Building stone, 83, 86
 Burrard Bay, 159
 Burrard Inlet, 185
 Bute Inlet, 185, 186
 Butter, manufacture of, and export of, 29, 134

CABOT, Sebastian, discovers Newfoundland, 2; discovers Quebec, 126

Cacouna, 150

Canada, history of, 1; discovery of, 2; French settlements, 3, 4, 8; English explorations, 3; ceded to England, 8; representative government, 9; union of Upper and Lower Canada, 10;

CHA

confederation, 10, 11; origin of name, 18; boundaries of, 18, 20; area and population, 19, 20, 55; immigration to, 19, 55; Indians in, 56; physical features, 21; mountains, 21; lakes and rivers, 22; climate, 23; land system, 25; minerals, 29; timber, 31; zoology, 33; fisheries, 34; government, 37; education, 38; religion, 39; trade and commerce, 41; revenue, debt, shipping, 42; railways, 43; canals, 50; post and telegraph, 52; judiciary of, 53; defences of, 54; voyage to, 58; pleasure resorts, 59; Lower, first legislature, 10, 155 (*see also* Quebec); Upper, first legislature, 10 (*see also* Ontario)
 Canada Pacific Railway (*see* Pacific)
 Canals and railways, minister of, 37
 Canals of Canada, 50, 142
 Canso, Strait of, 71
 Cap Chat, 140
 Cape Breton, 101; discovery, 101; Lord James Stuart landed at, 64; held by France, 68, 101; stormed by English, 69, 101; fisheries, 101; population, 101; area, 101; natural features, 101; minerals, 103; oils, 103
 Capital, invested in railways, 46
 Cariboo, the, 33, 94
 Cartier, Jacques, voyages of, to Canada, 4, 5; discovers Nova Scotia, 61; settles Quebec, 126
 Cascade Mountains, 183, 204
 Cathedral of Manitoba, 224
 Cattle, 86, 133, 161, 254; trade with England, 29, 161
 Cedars, gigantic, 190; value of, 32
 Chaleur, Bay of, 109
 Champlain, de, founds Quebec, 6, 126
 Champlain, Lake, 128
 Charlesbourg, 129
 Charlottetown, 56, 107
 Charnisé colonises Nova Scotia, 65
 Chatham, 165
 Chaudière, river, 128; gold district, 132; falls, 145, 149
 Chauvin, visit of, 5

CHE

- origin of
f, 18, 20;
20, 55;
Indians in,
1; moun-
tains, 22;
tem, 25;
; zoology,
ment, 37;
39; trade
nue, debt,
ys, 43;
graph, 52;
ces of, 54;
esorts, 59;
10, 155
per, first
(Ontario)
(see Pacific)
ister of, 37
2
- very, 101;
led at, 64;
1; stormed
fisheries,
area, 101;
minerals,
ays, 46
- ges of, to
overs Nova
bec, 126
204
224
254; trade
alue of, 32
bec, 6, 126
- Scotia, 65
; gold dis-
149
- Cheese, manufacture, and export of,
29, 134, 162
Chicoutimi, 129
Chignecto, town and isthmus of,
66, 68, 109; bay, 112
Chinese in Canada, 20, 207
Churches in Canada, 39; revenues
of, 40
Churchill River, 23
Church of England in Canada, the,
39
Cities, population of principal, 56
Clements-port, N.S., 94
Climate of Canada, 23; of Nova
Scotia, 71; of Cape Breton, 103;
of Prince Edward Island, 106;
of New Brunswick, 116; of Brit-
ish Columbia, 183; of Manitoba,
217; of Quebec, 130; of Ontario,
25, 157; of North-West Terri-
tories, 236, 248
Clinton, 206
Close time for game, &c., 34, 94,
180
Coal, 29, 30; in Nova Scotia, 30,
76, 100; analysis of, 77; list of
mines, 78; growth of trade, 79;
in British Columbia, 30, 188;
North-West Territories, 246
Coast-line of British Columbia, 198
Cobequid Mountains, 21, 73
Cobourg, 164, 165, 176
Colleges, 38, 91 (see also Education)
Collingwood, 178
Colonisation roads, 140
Columbia River, 23, 188, 205
Commerce of Canada, 41 (see also
Trade)
Company of New France, formation
of, 6, 64
Condé, Prince, French Viceroy, 6
Confederation of the Canadian
provinces, 10, 154
Convicts, transportation of, to
Canada, by the French, 5
Cookshire, 129
Copper, 31, 133, 168, 188
Cornwall, canal, 51; town, 165
Cornwallis, governor of Nova Scotia,
69

EAP

- Cortereal, Gaspar de, discovers
Labrador, 2
Cost of railway construction, 47;
farming, 141
Coteau Landing, 130
Couchiching Lake, 178, 180
Crown lands, 26; departm^t ant, 89
Cumberland Bay, 112

- D**AIRY farming, 28, 134, 161
Dalhousie, 110
Dartmouth, 98
Defence of the Dominion, 54
De Lery's visit, 3
De Monts (see Monts, de)
Detroit, 179
Diamond Cape, 125, 147
Digby, 74, 94
Dominion of Canada proclaimed, 11
Donnacona, king of Red Indians, 4
Dorchester, 110
Drummondville, 129
Dudswell, 129
Dufferin, Earl, Governor General,
13; return of, 15
Duluth, 179

- E**ASTERN townships of Quebec,
the, 134, 140
East River, 73
Edmonton, 240
Education, 38; in Nova Scotia, 91;
in Prince Edward Island, 107;
in New Brunswick, 122; in
Manitoba, 224; in Ontario, 171;
in Quebec, 142
Elgin Road, 140
Elmsdale, 100
Emigrants need not take farm tools,
&c., 28; as farmers, 137; induce-
ments to, 177
Erie, Lake, 23, 159; district, 165
Esquimaux, 185, 202
Etchemin Road, 140
'Evangeline's' country, 96
Exports of farm produce, 28, 29;
of minerals, 30, 31; from Nova
Scotia, 75, 89; from New Bruns-

FAR

wick, 117, 119; from Quebec, 135; from Ontario, 173

FARM implements, manufacture of, in Canada, 28
 Farming, cost of, 141
 Farms in Quebec, 127 (*see also* Agriculture)
 Farran's Point Canal, 51
 Fauna of Canada, 33
 'Fertile Belt,' the, 22, 236
 Fir, the Douglas, 190
 Fish, 34; hatching, 36
 Fisheries, the, value of, 34; early prosecution of, 3, 4, 62, 101; of Nova Scotia, 75, 94; of Prince Edward Island, 107, 108; of British Columbia, 190, 195; of Quebec, 135, 145; of Ontario, 181
 Forests, 31 (*see also* Timber)
 Fort Calgary, 232
 Fort Cumberland, 70
 Fort Edmonton, 240
 Fort Frontenac, 6, 7
 Fort Garry, 12; Sir Garnet Wolseley arrives at, 12
 Fort MacLeod, 242, 252
 Fort Rouille, 176
 Fort St. Louis built, 6
 Fort Saskatchewan, 242
 Fort Walsh, 252
 Fortune Bay, fishery dispute, 14
 Fraser River, and Lake, 23, 186, 197
 Fredericton, 56, 110, 122
 Free lands, 27, 140, 168
 Frelighsburg, 129
 French River, 159; Lake, 112
 French settlement in Canada, 3, 4; Nova Scotia, 7, 62, 64, 65, 66; Miquelon and St. Pierre, 9, 70
 Frost, intensity and nature of, 24, 25
 Fruit, growth of, 29, 86, 138, 160, 190
 Fuca Straits, 182
 Fundy, Bay of, tidal waves in, 73, 96, 112
 Fur trade, the, 64, 193

HOM

GAGETOWN, N.B., 110
 Galop Canal, 51
 Game, 94 (*see also* Sport and Close-time)
 Garden of Canada, 170
 Gas from Nova Scotia coal, 77
 Gaspé, 140
 Gatineau River, 23
 Geology of Canada, 187; of Nova Scotia, 72; of New Brunswick, 115
 George, Lake, 73
 Georgetown, 107, 108
 Georgian Bay, 159, 178
 Goderich, 164
 Gold, 29; production of, 30; in Nova Scotia, 76, 79, 80, 82; in British Columbia, 30, 187, 195; in Ontario, 168
 Government, form of, 37; Nova Scotia, 90; Quebec, 142; Ontario, 171; Manitoba, 215; Northwest Territories, 251
 Governors of Canada, 37
 Grain trade, 135
 Grand Falls, 110
 Grand Lake, 112, 135
 Grand Pré, 95, 96
 Grand River, 102, 112
 Grand Trunk Railway Works, 153
 Grapes in the eastern townships, 138
 Grazing districts, 86
 Great Bear Lake, 23
 Great Simcoe Lake, 23
 Guelph, 165
 Gulf Stream, the, 71
 Guysborough, 74

HA-HA Bay, 150
 Halifax city and harbour, 56, 74, 97, 98; county, 96
 Hamateco River, 186
 Hamilton, 56, 165, 176
 Hampton, N.B., 110
 Hares, 107
 Hesse, 164
 Hillsborough, 94; river, 23
 Hochelaga, 151
 Homestead Act, 168

HOO

Hood, Mount, 204
Hopewell, 110
Hops in Nova Scotia, 86
Horses, Canadian, 162
Horton Mountain, 95
Howe Sound, 185
Hull, 129
Huntingdon, 129
Huron, Lake, 22, 159
Hudson Bay Company, 8, 185

ICELANDIC settlements, 213, 229

Immigration, rate of, 55, 91
Improved farms, 26, 137, 177
Indiarubber, Gutta-percha, and
Telegraphic Works Co., 52
Indian corn, 86, 133
Indian settlements, early, 4, 5
Indians, conflicts with the, 7, 68;
population of, 19, 56; in Nova
Scotia, 92; in New Brunswick,
111; in British Columbia, 196,
207; in Manitoba, 58, 215; in
Ontario, 58, 163; in Quebec, 163;
and Indian Lands office, 56;
treaties with, 57; food of, 57
Intercolonial Railway, 44, 92
Internal communication, 43 (*see also*
Roads, Railways, Steamers, Ship-
ping)
Iron, 30; in Nova Scotia, 76, 81,
84; in Quebec, 133; in British
Columbia, 188
Irrigation, 23, 206
Islands of Nova Scotia, 73, 102
Isle Verte, 130

JESUITS, activity of the, 6, 7

Joliette, 129
Joseph Lake, 179
Judicial courts, 38, 53, 144, 172,
222

KAMLOOPS Lake, 186

Kamouraska, 129
Keepawa River, 23
Keewatin, district of, created, 15;

LEN

organisation of, 228; population,
228; area and boundaries, 228;
routes through, 229; post offices
in, 259
Kennebec Road, 140
Kennebecasis River, 111
Kentville, 74
Kingston, 56, 164, 176
Kirke, Admiral, takes Quebec, 6, 7
Knowlton, 128
Kootenay River, 188, 242
Kouchibougue Bay, 112

LABRADOR, discovery of, by De

Cortereal, 2
Lachine Canal, 50
Lachute, 128
Laird, Hon. D., lieut.-gov. of North-
West Territory, 14
La Have River, 23, 73
Lake of the Woods, 218, 245
Lake St. John Road, 140
Lake St. Peter, 142
Lakes of Canada, 22; connected by
canals, 50; of Nova Scotia, 73;
New Brunswick, 23, 111; Mani-
toba, 218; North-West Terri-
tories, 239, 244; Ontario, 159
Land laws, 25; of Quebec, 136;
of Nova Scotia, 89; of New
Brunswick, 111, 122; Manitoba,
216; British Columbia, 193;
Ontario, 168, 170; Quebec, 133,
137, 139
Land, price of, 26, 89, 133, 137,
247; sales, 27, 250
Landslips in British Columbia, 206
Langevin Road, 140
La Prairie, 129
L'Assomption, 129
La Tour, 64, 66
Laurentides Mountains, 22
Law courts, 38 (*see also* Judicial)
Lead, 30, 83, 188
Leeds, 129
Length of Canadian canals, 50;
railways, 44, 92; telegraphs, 52,
93
Lennox passage, 73

LER

Lery, Baron de, visits Nova Scotia, 3
 Leverett, Capt. J., first English
 governor of Nova Scotia, 66
 Levis, 129
 Light-houses in the Atlantic, 263 ;
 connected by telegraph, 52
 Limestone, 86 (*see also* Building
 stone)
 Lindsay, 165
 Liverpool River, 73 ; town, 74
 Lobsters, trade in, 75, 107
 Local government, 38 (*see also*
 Municipal Government)
 Logan Rock, 177
 London, 56, 165, 176
 Long Lake, 73
 Long Point Bay, 159
 Longue Pointe, 129
 Longueuil, 128
 Loon Lake, 112
 L'Original, 165
 Lorne, Marquis of, 16
 Lotbinière, 129
 Louisburg, 102 ; capture of, 69
 Loyalists, United Empire, 139
 Lumber trade, the, 31, 131
 Lunenburg, 74, 164
 Lytton, 206

MABOU River, 102
 Macdonald, Sir J., premier,
 12, 13, 17
 MacDougall, Hon. W., lieut.-gov. of
 North-West Territories, 12
 Mackenzie, Hon. A., premier, 14 ;
 river, 23, 244
 McNab's Island, 98
 Madame Lake, 73
 Madawasha River, 23, 111
 Magaguadavic Lake, 112
 Maganetawan River and Lake, 160,
 180
 Magdalen Islands, 125
 Magistrat s, 38, 91 (*see also* Ju-
 dicial Courts)
 Main-à-Dieu Passage, 102
 Maitland River, 160
 Manitoba, history, 13, 213 ; origin
 of, 214 ; admitted to the Domin-

MIN

ion, 13 ; boundaries and area, 213,
 214 ; Indians in, 57, 215, 224 ;
 divisions, 215 ; government, 215,
 222 ; soil, 216 ; climate, 217 ;
 rivers and lakes, 218 ; produce,
 218 ; timber, 220 ; minerals, 222 ;
 population, 222 ; sport, 225 ; edu-
 cation and religion, 224 ; principal
 towns, 226 ; means of communi-
 cation, 229 ; district of Keewatin
 (*see* Keewatin) ; post-offices in,
 258
 Manitoba Lake, 244
 Manitoulin Island, 167
 Manufactures, 87, 134, 173 (*see also*
 Trade and Commerce)
 Manures, use of, 162
 Maple, 32, 33 ; sugar, 32, 87
 Maquapit Lake, 112
 Marbles, 86
 Margaree river, 102
 Marieville, 129
 Maritime Road, 140
 Massesquash River, 100
 Matawan River, 23
 Mecklenburg, 164
 Megantic Lake, 128
 Memphremagog Lake, 128
 Mennonites, the, 213, 223
 Meteorological service, 24
 Metropolitan bishop of Canada, 40,
 122
 Mica, 168
 Michigan Lake, 22
 Milbank Sound, 185, 186, 195
 Military service, 64
 Milton, 164
 Minas, town of, founded, 66 ; Basin
 of, 95
 Mineral springs, 23, 83 ; oils, 31
 Miners, number of, in Nova Scotia,
 83
 Mines and minerals of Canada, 29 ;
 of Nova Scotia, 30, 76, 79, 81, 82,
 100, 265 ; of Cape Breton, 102 ;
 of New Brunswick, 120 ; of Mani-
 toba, 222 ; of North-West Terri-
 tories, 246 ; of Ontario, 168 ; of
 Quebec, 132 ; of British Columbia,
 187

MIQ

- area, 213,
215, 224;
ment, 215,
ate, 217;
produce,
erals, 222;
225; edu-
; principal
communi-
Keewatin
-offices in,

73 (see also

, 87

28
23
24
Canada, 40,

6, 195

d, 66; Basin

; oils, 31
Nova Scotia,

f Canada, 29;
6, 79, 81, 82,
Breton, 102;
20; of Mani-
-West Terri-
ario, 168; of
ish Columbia,
- Miquelon Island, left to France, 9,
70
Mira Hills, 102; river, 102
Miramichi River, 23, 111
Missionary efforts, French, 6
Missionaries in North-West Ter-
ritories, 256
Moira River, 160
Monck, Lord, governor-general, 12
Money-orders in Canada, 52; money
in British Columbia, 210
Montague gold mines, 81
Montmorenci Falls, 60, 145, 149
Montreal, origin of, and foundation
by Cartier, 5; capture of, 8;
captured by Americans, 9; made
the capital, 10; population, 56;
views of, 60, 145, 150
Mont Royal, 151
Monts, de, settlement of Canada by,
5, 6; lieutenant-general of Acadie, 62
Moodyville, 186
Moose, the, 33, 94; close time for, 34
Mountains of Canada, 21; Nova
Scotia, 23, 73; Cape Breton, 102;
New Brunswick, 109; Ontario,
179; British Columbia, 185, 205
Mounted police of North-West Ter-
ritories, 251
Municipal government, 171
Muskoka, 166, 168, 169; lake, 178,
180

NANAIMO, 185, 202

- Napanee, 164
Napierville, 129
Narrows, the, 98
Nassau, 154
Nasse River, 186, 195
National Policy, 17
Natural History of Canada, 33
Nelson River, 23, 244
Nepigon Lake, 23, 159
Nepisquit harbour, 112; lake, 112
New Brunswick, first legislature
of, 9; joins the Dominion, 11;
area, 109; history, 109; popu-
lation, 110, 122; mountains,
rivers, lakes, &c., 111, 112;

NOV [

- hills, 109; Indians, 111; natural
history, 112; geology, 115; cli-
mate, 116; industries and trade,
116, 117; exports, 119, 119;
timber trade, 117; cattle, 119;
mines, 120; principal towns, 120;
railways, 122; land laws, 121,
122; education, 122
New Carlisle, 128
Newcastle, 110
Newfoundland, discovery of, by
Cabot, 2; not in the Dominion,
20
New France, 7, 18
New Westminster, 194
Niagara town, 165; river and falls,
160, 179
Nicola Lake, 206
Nictaux Lake, 112
Nine Mile River, 100
Nipissing Lake, 23, 159; district,
170
Norse community, a, 229
North Mountains, 73
North-west Territories, area, 233;
soil, 237; productions, 235, 236;
climate, 237; surveys in, 239;
rivers and lakes, 240, 244; prin-
cipal settlements, 240, 247; mine-
rals, 246; agriculture, 246, 251,
254; scenery, 249; land sales,
250; mountains, 249; govern-
ment, 251; mounted police, 251;
post offices in, 259
Nottawasaga bay, 159
Notre Dame Cathedral, 157
Notre Dame Mountains, 22
Nova Scotia, discovery of, 61; sup-
posed visit of De Cortereal, 2;
position of, 61; first settlement of,
3; taken by French, 7, 64; ceded
to France, 65, 66; capture by
English, 65, 67; ceded to Eng-
land, 7; first legislature, 8; char-
ter to, 9; joins the Dominion, 11;
sport in, 33, 93; French settlements,
62, 66; granted to Earl Stirling,
63; civil war between French
settlers, 65; first English gover-
nor, 66; granted to La Tour, 66;

OCH

French and English struggles, 64, 69; population, 66, 67, 70, 74, 91; Governor Cornwallis lands with immigrants, 69; final expulsion of French, 70; area, 71; climate, 71; geology, 72; mountains, lakes, rivers, and islands, 73, 102; counties, 74, 91; fisheries, 75, 94; mines and minerals, 76, 265; coal, 76, 100; gold, 76, 79, 82; iron, 76, 81; timber, 83, 89; soil, 71, 83; vegetable productions, 83, 86; manufactures, 87; shipping, 88; exports, 88; land laws, 89; government, 90; immigration, 91; education, 91; Indians, 92; railways, &c., 92; telegraphs, 93

OCHREOUS deposits, 133

Oils, mineral, 31, 87, 103; fish, 195 (*see also* Fish and Fisheries)

Ontario, Lake, 22, 159

Ontario, area and boundaries of, 19, 154, 156; climate of, 25, 157; railways in, 48, 172; Indians in, 58, 163; history of, 154; government, 154, 171; natural features, 157; rainfall, 159; lakes and rivers, 159; agriculture, 160, 168; population, 163; divisions, 164; timber, 168; minerals, 168; land system, 168; education and religion, 171; judicial, 172; shipping, 173; trade and manufactures, 173; chief towns, 175; scenery, 178; inducements to emigrants, 177; sport, 180; Zoology, 181

Orchards, 86

Ordnance and Admiralty lands, 26

Orillia, 180

Oromocto River, 111; lake, 112; town, 110

Ottawa, made the capital, 10; population, 56, 164; description of, 176; river, 23, 128, 140

Owen Sound, 159

POS

PACIFIC Railway, the, 210, 261; charter to, 13; subsidy to, 16; Pembina branch completed, 17; telegraph line, 52, 230, 282

Paris, treaty of, 8

Parliament, first united, 10; constitution of the present, 37, 90

Parry Sound, 165

Passamaquoddy Bay, 112

Passengers, number of, on railways, 48

Passing Polly Bog, 100

Pass Mission, 240

Peace River, 23, 195, 243, 248

Peat, 31, 86

Pembina Mountains, 249; River, 244

Pembroke, 165

Perce, 129

Perth, 164

Peterborough, 165, 176

Petitcodiac River, 23

Petroleum, 31, 87, 168

Phosphate of lime, 132

Pictou, town, 74, 100, 135; island, 73

Pines, varieties of, 32

Plumbago, 133

Pointe Claire, 129

Point Levi, 149

Point St. Charles, 153

Police, mounted, of North-West Territories, 251

Pontgrave visits Canada, 5

Population of Canada, 10, 19, 55;

Cape Breton, 101; chief cities.

56; Manitoba, 19, 222; New

Brunswick, 19, 110, 122; Nova

Scotia, 19, 66, 67, 73, 74, 91;

Ontario, 19, 163; Prince Edward

Island, 19, 105; Quebec, 19, 139,

144; different nationalities of the,

19, 99

Port Royal, 65 (*see also* Annapolis)

Port Cockburn, 180

Port Hood, 75

Port Moody, 186

Port Townsend, 197

Ports, shipping, list of, 174

Post-office organisation, 53; list of offices, 211, 257, 258

FOT

Potatoes, 86; export of, 28
 Prairie Province, the, 213
 Presbyterian Church, 40
 Prescott, 176
 Prince Albert Mission, 240
 Prince Arthur's Landing, 230
 Prince Edward Island, history, 105;
 area and boundaries, 19, 104;
 held by France, 68; joins the
 Dominion, 11, 105; communica-
 tion with the mainland, 104;
 government, 105; provincial
 governors, 106; railways, 107;
 population, 19, 105, 106; climate,
 106; industries, 106
 Public works departments, 43
 Puget Sound, 196

Q U'APPELLE River, 243

Quebec Act, the, 9
 Quebec city, origin of, 4; founded, 6,
 147; scenery of, 60, 146; Hôtel
 Dieu and Ursuline convent
 founded, 6; captured by Wolfe,
 8; attacked by United States, 9;
 the citadel, 147; population of, 56
 Quebec province, railways in, 48,
 141; Indians in, 58, 144; his-
 tory, 18, 126; voyage to, 124;
 natural features, 125, 126; area
 boundaries, 19, 126; electoral
 districts, 128; rivers, 23; cli-
 mate and soil, 130; produc-
 tions, 131; mines, 132; agricul-
 ture, 133; commerce and manu-
 factures, 134; exports, 135;
 shipping, 136; land laws, 136;
 eastern townships of, 137; popu-
 lation, 139, 144; government, 142;
 educational and religious, 142;
 judicial, 144; sports and scenery,
 145; principal towns, 146, 153
 Queen Charlotte Islands, 201

RAILWAYS, 43; the first, 43;
 tabular statement of capital,
 mileage, &c., 44; total length,
 46; capital invested in, 46;

ROM

traffic, 48; revenue and expendi-
 ture of, 49; in Nova Scotia, 92;
 in Prince Edward Island, 105;
 in New Brunswick, 122; in On-
 tario, 48, 172, 176, 179; in
 Quebec, 140, 141; in British
 Columbia, 194, 210; and canals,
 Minister of, 37
 Rainfall, 25, 159, 183
 Ranier Mountain, 196
 Rapide Plat canal, 51
 Raspberries growing in forests, 31
 Rate of interest on money, 177
 Ray, cape, 125
 Reciprocity with United States, 70,
 110
 Red Deer River, 242
 Red Indians (*see* Indians)
 Red River, 8, 218, 239
 Religious denominations, 39, 142,
 172, 224, 255
 Rents in towns, 177
 Representative government granted,
 9
 Restigouche River, 23, 111; bay,
 112
 Revenues, &c., of Dominion rail-
 ways, 49; from Crown lands in
 Nova Scotia, 90
 Richelieu River, 23, 128
 Richibucto, 110
 Richmond, 129
 Rideau canal, 50, 51, 160
 Riflemen, Canadian, visit Wim-
 bledon, 16
 Rimouski, 129
 Rivers of Canada, 22; Nova Scotia,
 73; British Columbia, 23, 186;
 New Brunswick, 23, 111; Mani-
 toba, 218; North-West Terri-
 tories, 239, 244; Ontario, 159
 Rivière du Loup, 129, 150
 Roads in British Columbia, 194,
 198, 208; in Keewatin and Mani-
 toba, 224, 229
 Roberval, Sieur de, first French
 viceroys, 5
 Rocky Mountains, 232
 Roman Catholic Church, 39 (*see also*
 Religious Denominations)

BOO

Root River, 243
 Rosseau Lake, 179, 180
 Rossignol Lake, 73
 Rupert's Land (*see* North-West Territories)
 Rupert, Prince, and the Hudson Bay Company, 8
 Rustico, 108

SABLE Island, 103
 Saguenay River and Valley, 23, 128, 140, 150
 St. Andrew's, 110
 St. Athanase, 129
 St. Catherine's, 165, 176
 St. Christophe, 129
 St. Clair Lake, 22
 St. Croix Island, 63; river, 112
 St. Denys River, 102
 St. Francis River, 126
 St. Francis du Lac, 130
 St. François, 128
 St. George's Island, 98
 St. Germain-en-Laye, treaty of, 7, 65
 St. Hugues, 128
 St. Hyacinthe, 56, 130
 St. Jean Port Isle, 129
 St. Jerome, 130
 St. John Island (*see* Prince Edward Island)
 St. John River, 23, 110; city, 56, 70, 110, 120; district, 140
 St. Julienne, 129
 St. Laurent, 242
 St. Lawrence River, 22, 33, 128; first steamer on the, 41; cape, 102
 St. Martine, 129
 St. Mary's River, 73
 St. Maurice River, 23, 128, 140
 St. Michael, 128
 St. Paul's Bay, 129; island, 73, 103
 St. Pierre ceded to France, 9, 70
 St. Thomas, 129, 165
 Sainte Henedine, 129
 Sainte Rose, 129
 Sainte Scholastique, 130
 Salmon and trout fisheries, 35, 37

SOU

(*see also* Fisheries and Angling);
 angling rivers, 36, 94; in British Columbia, 191
 Salmon Lake, 112
 Salt, 31, 168
 Salt springs, 23
 Sandwich, 164
 Sarnia, 164
 San Juan boundary question, 182
 Saskatchewan, territory of, 233
 Saskatchewan River, 23, 239
 Saugeen River, 160
 Saulte Ste. Marie, 164
 Savings' Banks, 52
 Saw-mills in Manitoba, 221
 Scatari Island, 73, 102
 Scenery of Canada, 58
 Schools (*see* Education)
 Seasons (*see* Climate)
 Selkirk Islands, 105; mountains, 22
 Severn River, 159
 Shediac Harbour, 112
 Shelburne, 74
 Shell-fish, 76
 Sherbrooke, 130
 Ship, first, built in Nova Scotia, 65
 Shippigan Harbour, 112
 Shipping trade of Canada, 42;
 Nova Scotia, 88; Ontario, 173;
 Quebec, 136; Manitoba, 218;
 North-West Territories, 241
 Shoal Lake, 231
 Shubenacadie River, 23, 73, 100
 Silver, 30, 168, 188
 Simcoe Lake, 23, 159, 178; town, 165
 Simpson, Governor, canoe journey by, 245
 Skeena River, 186, 195
 Sleighing, 60, 145, 158
 Snow, value of, in Canada, 25, 130, 158
 Soil of Nova Scotia, 71, 83; Quebec, 130, 138; Prince Edward Island, 106; Manitoba, 216; North-West Territories, 236
 Sorel, 129
 Souris, 108
 South Mountain, 73

SPA

Sparrow Lake, 179, 180
 Sport in Nova Scotia, 93; Prince Edward Island, 107; British Columbia, 206; Manitoba, 225; Ontario, 180; Quebec, 146; North-West Territories, 248 (*see also* Game)
 Spruce fir, 32
 Stadacona, an Indian town, 4, 147
 Stanstead, 130
 Statistics of Nova Scotia gold mines, 81
 Stellarton coal mine, 78, 100
 Steamer, first on the St. Lawrence, 41
 Steam communication with and in Canada, 59, 93, 101, 104, 107, 111, 150, 178, 179, 194, 209, 241
 Stickeen River, 188
 Stirling, Earl of, grant of Nova Scotia to, 63
 Stone, building, 53, 86
 Stratford, 165
 Stuart, Lord James, lands at Cape Breton, 64
 Sugar, maple, 32, 87; beet root, 173
 Summerside, 104, 108
 Surveys in Quebec, 140; North-West Territories, 238
 Superior, Lake, 22, 179
 Swan River, 244
 Sydney, 75, 102

TACOMA Mountain, 196

Tadousac, 129, 150
 Tancook Lake, 73
 Tangier gold mine, 79
 Tanning, 32
 Taxes in British Columbia, 207
 Telegraphs, 2, 93; between light-houses, &c. 52; Prince Edward Island and New Brunswick, 107
 Temiscouata lake, 112
 Temperance societies and laws, 91
 Thick-wood country, 248
 Thompson River and Lake, 23, 186
 Thorne, Thomas visits Cape Breton, 3

VOY

Thousand Isles, Lake of, 145
 Three Rivers, 56, 130
 Tides, force of the, 73, 112
 Tignish, 106
 Timber, varieties of, in Canada, 32; in Nova Scotia, 83; price of, 89; North-West Territories, 234; British Columbia, 189; New Brunswick, 118; Manitoba, 220; Ontario, 168; Quebec, 131, 135 136 (*see also* Forests)
 Tobique River, 111
 Tobogganing, 60, 145, 168
 Tools, manufacture of, 28
 Toronto, made the capital, 10; population of, 56, 165; description of, 175
 Tour through Canada, 208
 Townships, laying out of, 26
 Trade and commerce, 41, 116, 123, 134, 173
 Trading Lake, 179
 Traffic of Canadian railways, 48
 Trees (*see* Timber and Forests)
 Treaties with Red Indians, 57
 Trent River, 160
 Trial by jury, 38
 Trout-fishing, 94, 106 (*see also* Salmon; Angling; and Fisheries)
 Truro, 74, 100; agricultural exhibition, 85

UNION, Act of, 9

United Empire Loyalists, 139
 Universities in Quebec, 143
 Utrecht, treaty of, 7, 67

VALDEZ Island, 186, 195

Value of Church livings, 41
 Vancouver Island, 184, 202
 Vaudreuil, 130
 Verazzani, Giovanni, explores the St. Lawrence, &c., 3, 61, 101
 Verchères, 130
 Victoria, city of, 56, 184; 187, 202
 Victoria tubular bridge, 145, 151
 Volcanoes in British Columbia, 205
 Voyage to Canada, 57, 124

WAG

WAGAMATCOOK River, 102
 Walkerton, 164
 Wallace River, 73
 War with United States, 9
 Washademoak River, 111; lake,
 112
 Washington, treaty of, 14
 Waterloo, 130
 Water-power, 157
 Welland Canal, 50, 160; town, 165
 Wellington Lake, 100
 Western Peninsula, 170
 Wheat area of North-Western Ter-
 ritories, 235; exports of, 28;
 varieties of, 219; production of
 Quebec, 133
 Whitby, 165
 Willamette Valley, 205
 Williams, Sir F. W., 94
 Windsor, 74, 94
 Winnipeg, city of, 56, 226; lake,
 23, 218, 244; river, 23

ZOO

Winnipegosis Lake, 23, 218, 244
 Winter sports, 145
 Wolf, the, 181
 Wolfe's monument, 145
 Wolfville, 95
 Wolseley, Sir Garnet, arrives at
 Fort Garry, 13
 Wood (*see* Forests and Timber)
 Woodstock, 110, 165

YALE, 194, 197
 Yamachiche, 130
 Yarmouth, 74
 York factory, 245; river, 23
 Young, Sir J., Governor-General of,
 12

ZOOLOGY of Canada, 33, 181;
 (*see also* Game, Birds)

ives at

er)

3
neral of,

33, 181;

INDEX TO ADVERTISERS' ANNOUNCEMENTS.

	PAGE		PAGE
BANKS—		BOOTMAKERS—	
Bank of British North America	9	Simnitt & Co. . . .	15
Bank of Montreal	10	CIRCULAR NOTES—	
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Australian Grazier's Guide. No. 2. Cattle	2	Government of British Columbia	6
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	PAGE		PAGE
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		Grand Trunk of Canada .	11
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Australia & New Zealand .	2	G. Whybrow	15
Canada	2		
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H. Porter	16		
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G. Whybrow	15	A. W. R. & N. Pott . . .	16

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way . 9
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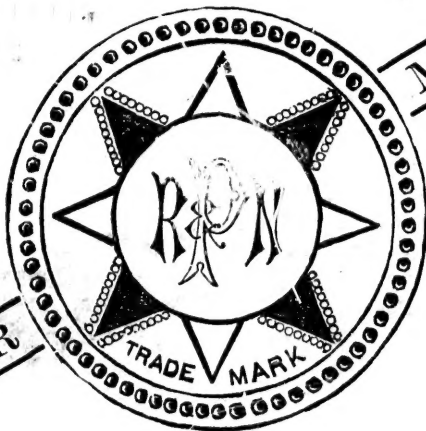
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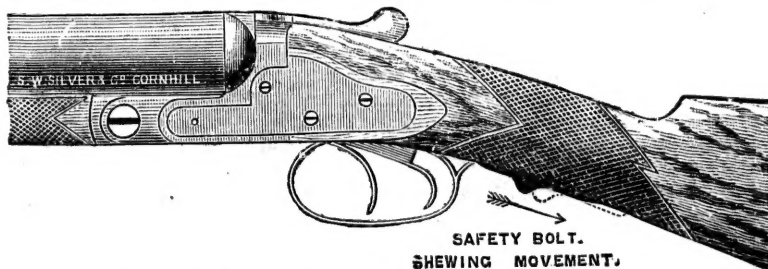
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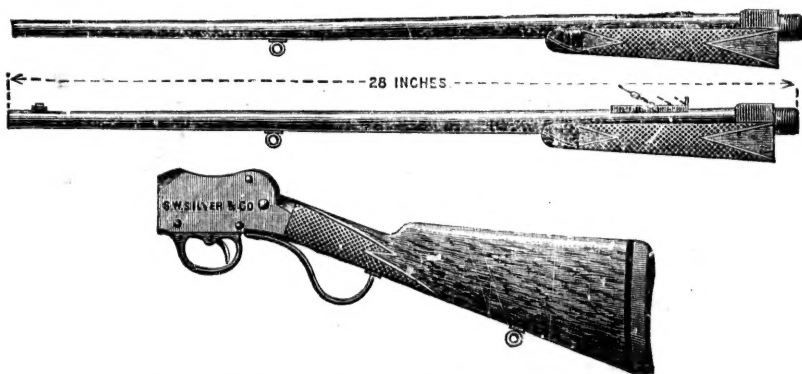
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